

---

# **Napa Commerce Center Project**

## **Initial Study/EIR Addendum**

*Lead Agency:*  
Napa County

SCH #00032043

December 2008

---

## Table of Contents

Introduction .....	2
Applicant.....	2
Project Location and Context .....	2
Project Description .....	3
Environmental Factors Potentially Affected.....	11
Evaluation of Environmental Impacts.....	13
Attachment to Initial Study .....	16
1.    Aesthetics .....	16
2.    Agricultural Resources .....	18
3.    Air Quality .....	20
4.    Biological Resources.....	28
5.    Cultural Resources .....	36
6.    Geology and Soils.....	38
7.    Hazards and Hazardous Materials.....	41
8.    Hydrology and Water Quality .....	45
9.    Land Use and Planning .....	50
10.   Mineral Resources .....	52
11.   Noise.....	53
12.   Population and Housing .....	56
13.   Public Services .....	58
14.   Recreation .....	61
15.   Transportation/Traffic .....	62
16.   Utilities and Service Systems .....	79
17.   Mandatory Findings of Significance.....	82
Initial Study Preparers .....	84
Agencies and Organizations Consulted .....	84
References .....	84

**County of Napa  
Environmental Checklist/  
Initial Study**

**Introduction**

This Initial Study has been prepared in accordance with the provisions of the California Environmental Quality Act (CEQA), CEQA Guidelines, and County of Napa Environmental Guidelines. The Initial Study assesses the potential environmental impacts of implementing the proposed project described below.

The Initial Study consists of a completed environmental checklist and a brief explanation of the environmental topics addressed in the checklist. The proposed Project is located on the same site and is similar, but smaller, to a project previously approved by the County of Napa -the Beringer Wine Estates project. The impacts of constructing the Beringer Wine Estates Project were analyzed in an Environmental Impact Report that was certified by the County in 2001 ("Beringer Wine Estates Devlin Road Project EIR," State Clearinghouse No. 00032043 (to be called "Beringer EIR.")). The Beringer EIR is hereby incorporated into this Initial Study and is available for review at the Napa County Conservation, Development and Planning Department during regular business hours.

For the potentially significant impacts identified in the Beringer EIR that apply to the proposed Project, the adopted mitigation measures also apply and are incorporated into this Initial Study by reference.

**Applicant**

Napa Industrial LLC  
C/O Headwaters Development Company  
50 Fullerton Court, Suite 203  
Sacramento CA 95825

Attn: Doug Pope  
(916) 564 8899

**Project Location and Context**

The Project analyzed in this document is the proposed Napa Commerce Center (referred to as the "Project" through the remainder of this Initial Study document). The Project is proposed to be constructed on the same site, described below, as the former Beringer Wine Estates Devlin Road Facility project.

The Project site includes a 38.39-acre portion of a larger 218 acre parcel of land located in the unincorporated area of Napa County south of Napa County Airport, west of the current Devlin Road/South Kelly Road intersection and north of the city limits of the City of American Canyon.

The Assessor's Parcel Number (APN) for this site is 57-090-069.

**Exhibit 1** depicts the regional setting of the Project site. **Exhibit 2** shows the location of the Site in relation to Napa Airport, major roadways and the City of American Canyon. **Exhibit 3** depicts the Project site.

The site is landlocked but is proposed to be served by an extension of Devlin Road in a westerly direction. The County Airport Industrial Area Specific Plan envisions the extension of Devlin Road to Green Island Road and as a public road that requires a crossing of Union Pacific railroad tracks. Devlin Road, in turn, connects to South Kelly Road and then to State Route (SR) 29, a major north-south roadway in Napa County.

The Project site contains remnants of a barn, a water troth, and an unnamed creek that extends through the westerly portion of the Site.

Surrounding land uses include the County Airport to the north, vacant industrial land, approved to be developed, and the County solid waste transfer station to the east, the remaining undeveloped 180 acres of the subject parcel to the west, and vacant industrial land to the south.

## **Project Description**

### *Previous Beringer Project*

Use Permit 98597-UP and associated land use entitlements were approved by Napa County in 2001. County approvals authorized the construction of a 1,424,400 square foot multi-building facility on the eastern portion of the 218-acre site, generally parallel to existing Union Pacific railroad tracks. The western portion of the site would have been used for vineyards, wastewater treatment ponds to accommodate effluent generated by on-site wine production operations and wetland preservation areas.

Approved land uses and activities included 1,167,590 square feet of floor space for wine storage and warehousing, 60,000 square feet of office space and 196,810 square feet for wine production, such as grape crushing, blending, bottling and associated areas. A total of 350 on-site surface parking spaces, truck and rail loading docks were included in the project. **Exhibit 4** shows the approved site plan for the Beringer project.

Maximum building height was approved at 43 feet.

The facility would have been served by the western and northern extension of Devlin Road from its present terminus at South Kelly Road.

The facility would not have been open to the general public.

### *Napa Commerce Center Project*

The proposed Napa Commerce Center Project (Use Permit #P07-00412-UP, the "Project") would have the same general characteristics as the previously approved Beringer project. The Project would include a one-story building consisting of up to 646,734 square feet located in the eastern portion of the site parallel to existing Union Pacific railroad tracks. However, unlike the previously approved project, which

included grape growing and wine making, the Project proposes a single activity, wine warehousing and storage, to be conducted in the building. Because the Project does not propose vineyard or fermentation, it would not require construction of wastewater treatment ponds. **Exhibit 5** shows the design of the proposed Project. The facility is proposed to operate seven days per week, 24 hours per day. One hundred full time employees are expected to work at the facility.

Building height would vary between 30-35 feet with screening parapets extended to a maximum of 40 feet above finished grade, approximately 3 feet shorter than the previously approved use. The warehouse building would consist of a concrete tilt-up panel construction with windows and doors oriented to the west, towards the proposed parking area. Truck loading and unloading would occur along the frontage with rail loading and unloading to the rear of the proposed building. Proposed elevations are shown on **Exhibit 6**.

A total of 372 on-site parking spaces would be provided in addition to truck loading docks. A spur railroad track would be extended on the site to allow for rail transport.

A parcel map (#P08-00131-PM) is proposed which would create the 38.89 acre site and a 180.27 acre remainder parcel.

#### *Access and circulation*

Similar to the previously approved project, access to the proposed Project would be via the western extension of Devlin Road into the Project site. The proposed "at grade" Devlin Road crossing of the Union Pacific railroad tracks would be replaced by a grade-separated crossing.

Similar to the previously approved project, Devlin Road would be extended in the future in a southerly direction to connect with Green Island Road in the City of American Canyon. The future extension of Devlin Road to the south of the Project site is not part of this Project and has been analyzed by both the County and City of American Canyon in their Program EIRs prepared for their respective General and Specific Plans.

In addition to the extension of Devlin Road, two other on-site roads would be built as part of the Project. Middleton Way would be built perpendicular to Devlin Road that would be extended to the western portion of the Site in the future. Headwaters Road is a proposed local road north of Middleton Way that would provide vehicular access to the Commerce Center building. Headwaters Road would terminate in a cul-de-sac at the north end of the proposed building.

Although the exact location and timing of an access road to the Project from Airport Road is not yet known, the applicant proposes a future connection to the airport at a time and location agreeable to Napa County. Such a connection was included in the Beringer EIR.

#### *Grading*

The site would be filled and graded to allow for the construction of the main building, parking areas and related improvements. Grading and fill would also be required to

allow for the extension of Devlin Road to and into the site, including the elevated section of Devlin Road over existing railroad tracks.

The applicant proposes to import approximately 120,000 cubic-yards of dirt from the adjacent County Airport property. The removal of the dirt from the airport site is necessary to accommodate the installation of an Instrument Landing System (ILS). Although the impacts associated with importing this fill were not specifically analyzed in the Beringer EIR, the same amount of fill would have been necessary under that project in order to grade the site. The minimal increase in wetland fill due to the construction of an above-grade crossing would not create new significant environmental effects nor would it contribute to a substantial increase in the severity of previously identified significant effects. The same ratio of wetland mitigation as was proposed under the Beringer project would be maintained and mitigation measures will comply with all U.S. Army Corps of Engineers requirements.

#### *Landscaping*

Landscaping would be installed along the north, west and south frontages of the Project site as well as along the extension of Devlin Road through the site. Landscaping would consist of trees, shrubs and groundcover. **Exhibit 7** shows proposed Project landscaping.

#### *Infrastructure*

Similar to the previously approved project, water and sewer lines would be extended to the site from the City of American Canyon to support proposed development.

#### *Drainage*

The drainage concept for the Project includes the following elements: 1) Grading from the building to facilitate drainage and protection of the loading docks and finished floor. 2) Drainage into grass lined swales prior to introduction into the on-site storm drain system so that directly connected impervious surfaces are minimized and post-construction Best Management Practices are provided to treat potential pollutants. 3) A properly sized storm drain system would then convey this treated water to a detention basin that will meter peak runoff to pre-development levels consistent with the National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS000004 requirements for the State of California. The metered and treated water would then be conveyed to "Unnamed Creek."

A Stormwater Management Plan has been incorporated with this Project as part of the submittal requirement for the Section 404 and Section 401 permits that are required to mitigate any potential impacts to State or Federal waters.

#### *Greenhouse gas emission reduction program*

The applicant would incorporate the following features into the proposed Project to assist in reducing greenhouse gas emissions from the Project:

- Loading dock areas shall include signs to request that truck drivers turn off engines when not in use and to advise drivers of State law prohibiting diesel engine idling for more than five minutes;

- Provision of auxiliary 110 v and 200 v power units so trucks can power refrigeration units or other equipment without idling<sup>1</sup>
- Provision of efficient ingress and egress at entrances to minimize truck idling and congestion;
- LEED certification registration;
- Planting of shade trees near HVAC equipment to shield these units from sunlight; and
- Use of low nitrogen oxide-emitting or high efficiency water heaters.

*Requested entitlements*

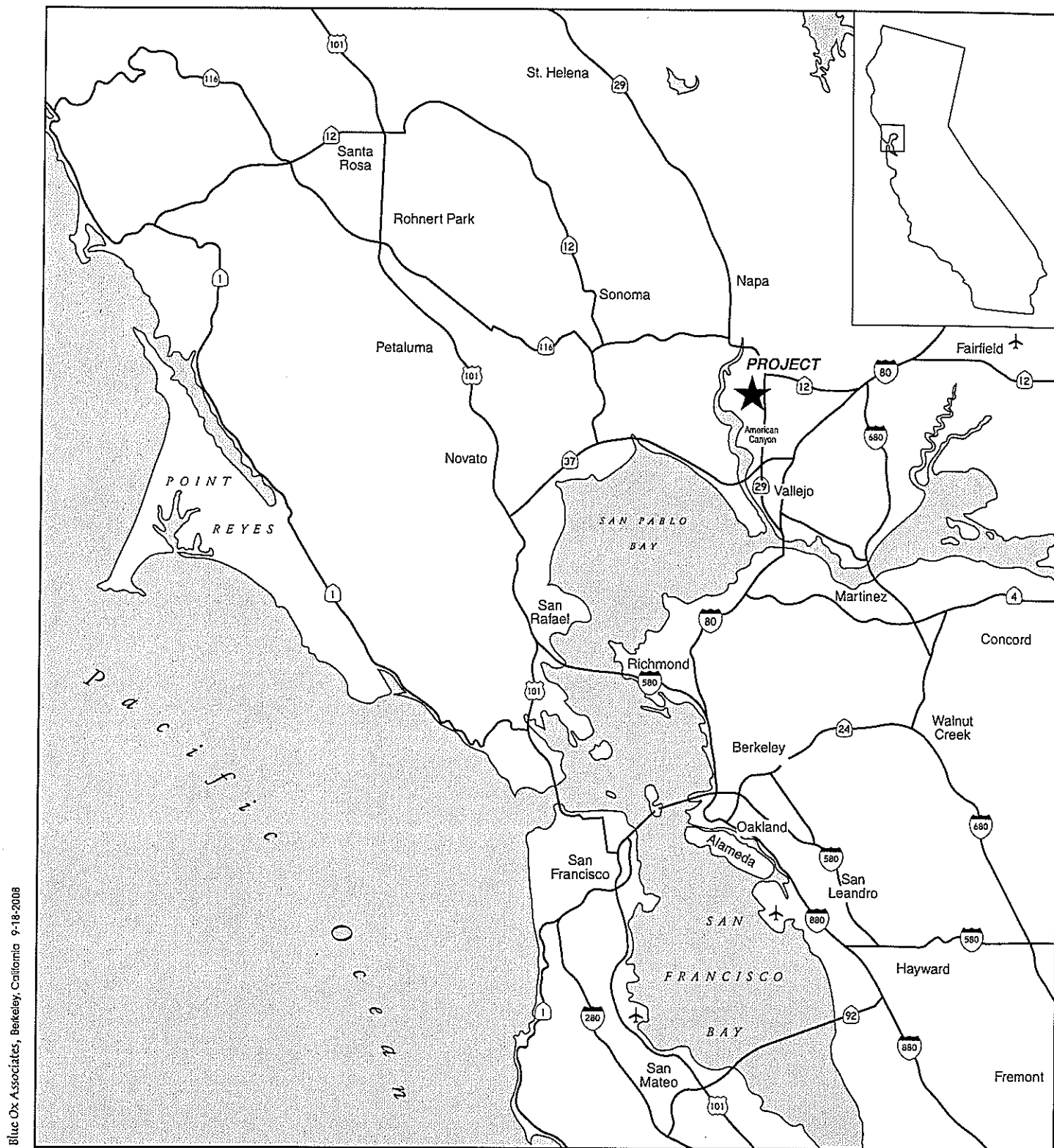
The land use entitlements and approvals required by the County of Napa to construct the proposed Project, are as follows:

Use Permit. A Use Permit to allow construction and use of an approximately 646,734 sq.ft. building and related improvements.

Tentative and Final Parcel Map. The applicant proposes to subdivide the site into the Project site parcel and a remainder parcel that will require approval of a tentative and a final parcel map.

---

<sup>1</sup> Measure to be implemented depending on tenant demand for refrigerated trucks

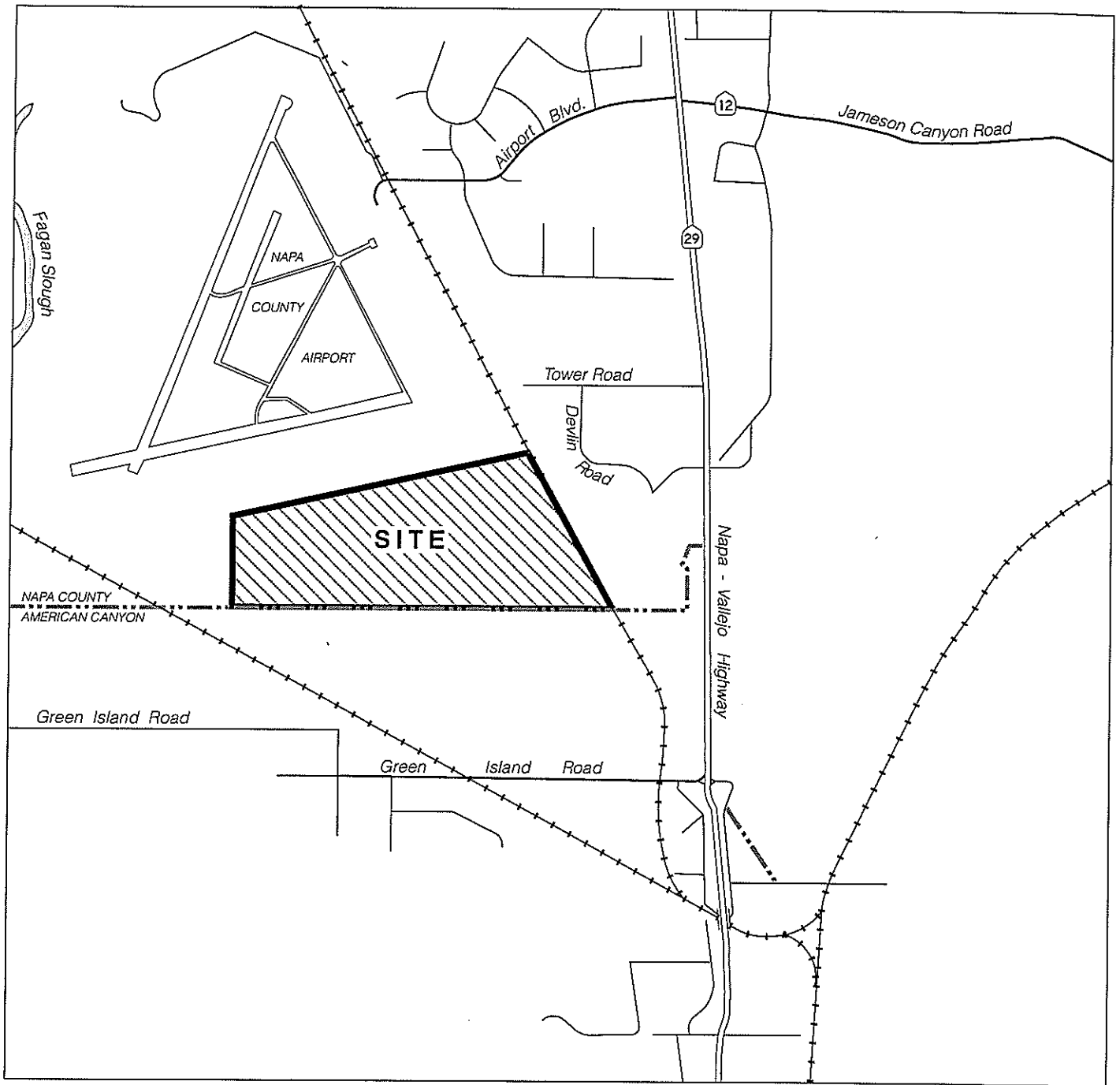


COUNTY OF NAPA  
NAPA COMMERCE CENTER  
INITIAL STUDY

**Exhibit 1**

**REGIONAL LOCATION**



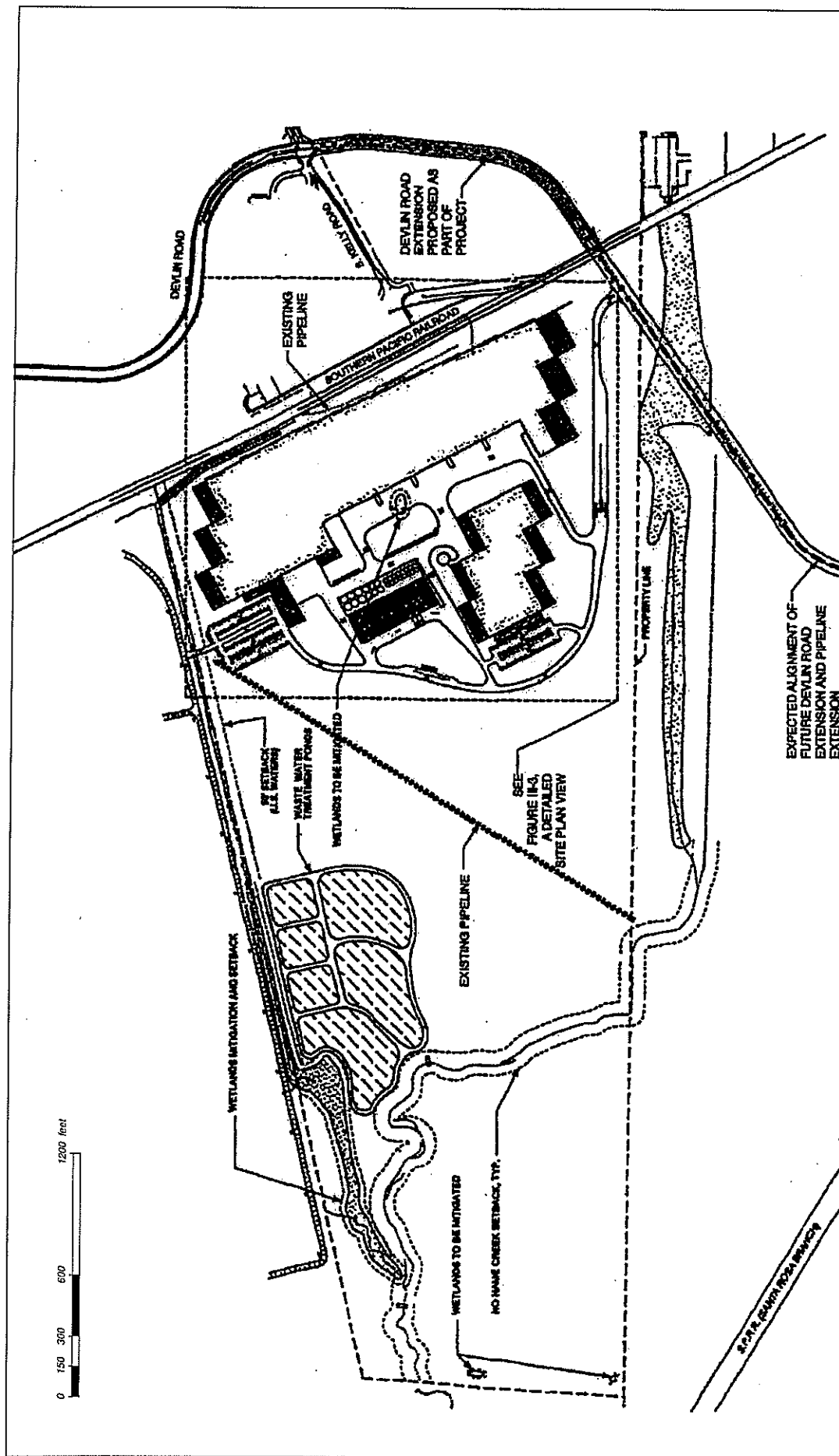


SOURCE: Napa County Conservation Development and Planning Department.



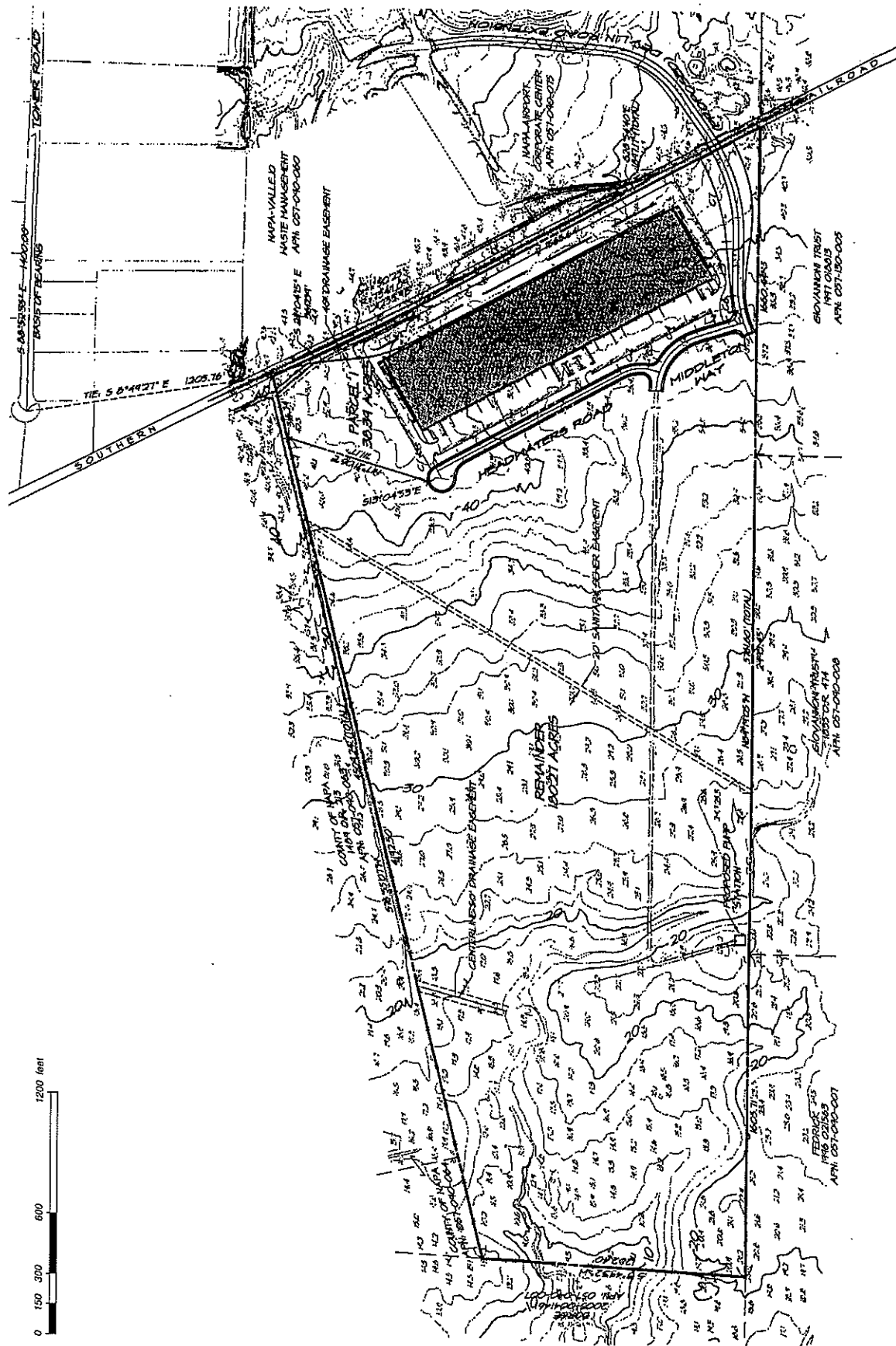
**Exhibit 2**  
**PROJECT SITE**

0 600 1200 2400 feet



# Exhibit 3 BERINGER SITE PLAN

COUNTY OF NAPA  
NAPA COMMERCE CENTER  
INITIAL STUDY

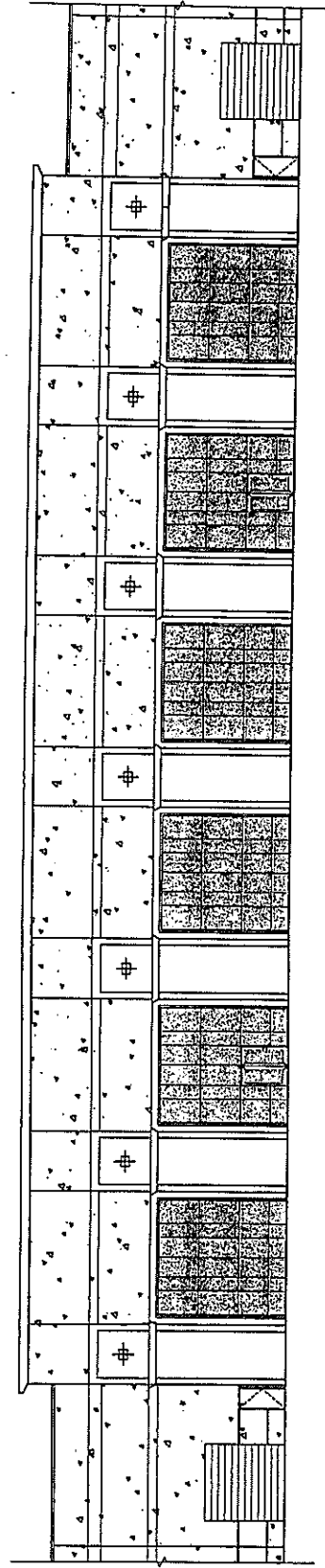


SOURCE: Reichers Spence Associates, 7-31-2008.

COUNTY OF NAPA  
NAPA COMMERCE CENTER  
INITIAL STUDY

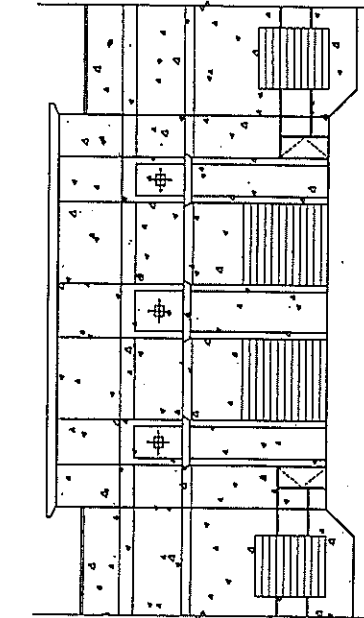
Exhibit 4

NAPA COMMERCE CENTER SITE PLAN



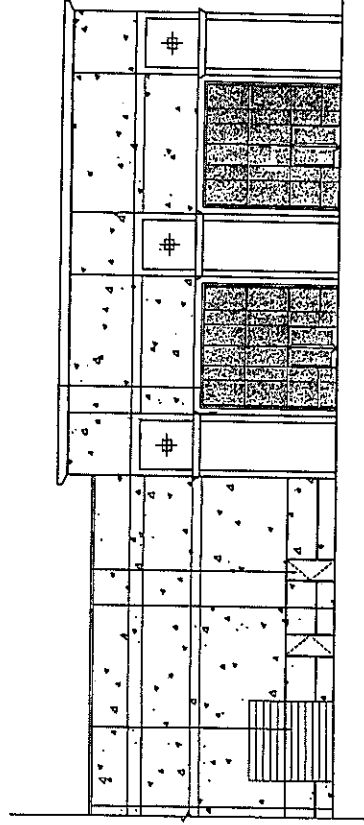
①

West Side:  
Main (Center)  
Entrance.



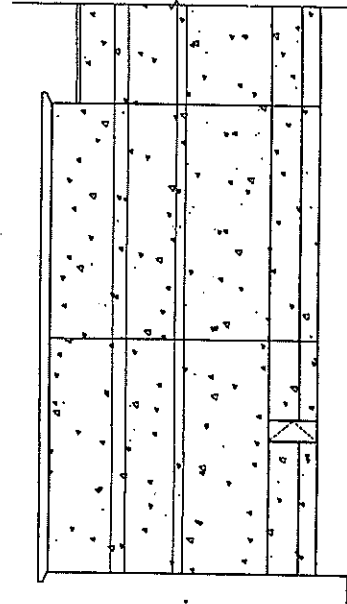
②

West Side:  
Mid-Building  
Loading Dock.



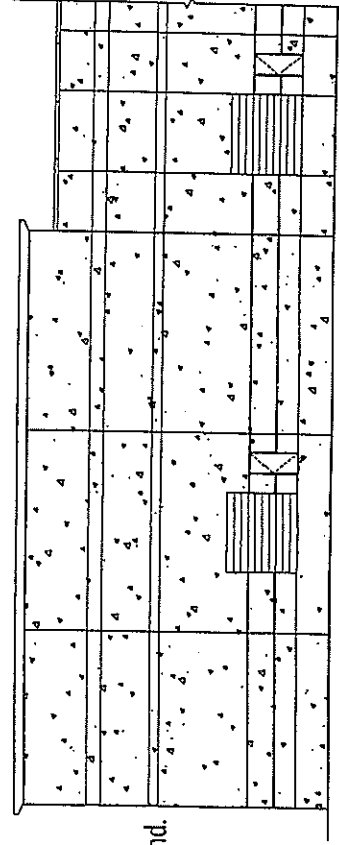
③

West Side:  
Building End.



④

North Side:  
Building End.



⑤

East Side:  
Building End.

SOURCE: Vitae Architecture Planning Interiors, 7-23-2008.

COUNTY OF NAPA  
NAPA COMMERCE CENTER  
INITIAL STUDY

Exhibit 5  
BUILDING ELEVATIONS

- 1. Project description:** Requested approval of a Use Permit (P07-00412-UP) to allow the construction of a wine warehouse and storage facility consisting of a single-story building of approximately 646,734 square feet, site grading, on-site parking, landscaping and utility extensions. The Project also includes extension of Devlin Road along and through the southeastern portion of the site with an elevated overcrossing of existing railroad tracks on the most easterly portion of Devlin Road to accommodate the railroad overcrossing. The Project includes importation of approximately 120,000 cubic yards of fill from the adjacent airport property to construct the Devlin Road overcrossing and building pad at the Project Site. A parcel map (#P08-00131-PM) is proposed which would create the 38.89-acre site and a 180.27 acre remainder parcel.
- 2. Lead agency:** Napa County  
Conservation Development and Planning Department  
1195 Third Street Room 210  
Napa CA 94558
- 3. Contact person:** Sean Trippi, Strippi@co.napa.ca.us  
Principal Planner  
(707) 253 4416
- 4. Project location:** South of Napa County Airport, southwest of the intersection of Devlin Road and South Kelly Road.  
APN 057-090-069
- 5. Property Owner:** Napa Industrial LLC
- 6. Project sponsor:** Headwaters Development Company
- 7. General Plan designation:** Industrial
- 8. Zoning:** IP:AC Industrial Park: Airport Compatibility
- 9. Public agency required approvals:**
- Approval of Use Permit (Napa County)
  - Approval of Building Permit (Napa County)
  - Approval of Grading Permit (Napa County)
  - Approval of Parcel Map (Napa County)
  - Approval of water and sewer connections by City of American Canyon

- Issuance of Water Quality Certification (Regional Water Quality Control Board)
- Approval of encroachment permit for Devlin Road railroad overcrossing (California Public Utilities Commission)
- Notice of Intent (State Water Resources Control Board)
- Approval of Streambed Alteration Agreement (California Department of Fish & Game)
- Approval of 404 Permit (U.S. Army Corps of Engineers)
- Approval of 401 Permit (State Water Resources Control Board)

## Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a "potentially significant impact" as indicated by the checklist on the following pages.

-	Aesthetics	-	Agricultural Resources	-	Air Quality
-	Biological Resources	-	Cultural Resources	-	Geology/Soils
-	Hazards and Hazardous Materials	-	Hydrology/Water Quality	-	Land Use/Planning
-	Mineral Resources	-	Noise	-	Population/Housing
-	Public Services	-	Recreation	-	Transportation/Circulation
-	Utilities/Service Systems	-	Mandatory Findings of Significance		

### Determination (to be completed by Lead Agency):

On the basis of this initial evaluation:

☐ I find that the proposed Project **could not** have a significant effect on the environment and a **Negative Declaration** will be prepared.

☐ I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the Project. A **Negative Declaration** will be prepared.

☐ I find that although the proposed Project **may** have a potentially significant effect, or a potentially significant effect unless mitigated, on the environment, but at least one effect: 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards; and 2) has been addressed by mitigation measures based on the earlier analysis as described on the attached sheets. A **focused Supplemental Environmental Impact Report** is required, but it must only analyze the effects that remain to be addressed.

☒ I find that although the proposed Project could have a significant effect on the environment, there **will not** be a significant effect in this case because all potentially significant effects: a) have been analyzed adequately in an earlier EIR pursuant to applicable standards; and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed on the proposed Project. **An Addendum to the Beringer Wine Estates Environmental Impact Report will be prepared.**

Signature: Sean Trippi

Date: 12/5/2008

Printed Name: Sean Trippi

For: Napa County



## Evaluation of Environmental Impacts

- 1) A brief explanation is required for all answers except "no impact" answers that are adequately supported by the information sources a lead agency cites in the parenthesis following each question. A "no impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "no impact" answer should be explained where it is based on project-specific factors as well as general factors (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less-than-significant with mitigation, or less-than-significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less-than-Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less-than-Significant Impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less-than-significant level (mitigation measures from Section 17, "Earlier Analysis," as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c) (3) (D). In this case, a brief discussion should identify the following:
  - a) Earlier Analysis Used. Identity and state where they are available for review.
  - b) Impacts Adequately Addressed: Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c) Mitigation Measures. For effects that are "Less-Than-Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

- 6) Lead Agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances, etc.). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached and other sources used or individuals contacted should be cited in the discussion.
- 8) This is a suggested form and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each agency should identify the significance criteria or threshold, if any, used to evaluate each question and the mitigation measures identified, if any, to reduce the impact to a less than significant level.

## **XVII. Earlier Analyses**

a) **Earlier analyses used.** Identify earlier analyses and state where they are available for review.

The following EIR was used in the preparation of this Initial Study: "Environmental Impact Report for the Beringer Wine Estates Devlin Road Facility" ESA Associates, May 2001, SCH #00032043.

The Beringer EIR is hereby incorporated by reference into this Initial Study pursuant to the standards in CEQA Guidelines section 15150. A copy of this EIR is available to the public for review at the Napa County Conservation, Development and Planning Department, 1195 Third Street, Room 210, Napa, during normal business hours.

Pursuant to CEQA Guidelines Section 15162 and 15163, this Initial Study is intended to identify the potential for any new or substantially increased significant impacts on or of the Project which were not evaluated in the Beringer EIR and which would require additional environmental review.

## Attachment to Initial Study

### Discussion of Checklist

#### 1. Aesthetics

##### Environmental Setting

The Beringer EIR notes that the Project site is undeveloped and is seen as an open, undeveloped grassy expanse, melding with the undeveloped properties to the west of the site and with undeveloped hills to the east.

The eastern portion of the site slopes gently from the northeast to the west. The site contains three visual features: the remnant of a wooden barn with a metal pitched roof near the eastern boundary, two eucalyptus trees and an abandoned water tower.

As a largely rural, undeveloped area, minimal light sources exist on the Project Site.

##### Impacts and Mitigation Measures from the Beringer EIR

The Beringer EIR identified the following impacts and mitigation measures:

- Impact C.1 identified a less-than-significant impact with regard to change of a scenic vista for the site, including the addition of the proposed project.
- Impact C.2 identified a less-than-significant impact with regard to alteration of the existing visual character of the site and its surrounding with construction of the project.
- Impact C.3 would be a significant impact with regard to generation of additional light and glare on the site as a result of new construction. This impact would be reduced to a less-than-significant level by adherence to Mitigation Measures C.3a through c. These three measures require installation of low-level street and pedestrian-scale light fixtures. Pedestrian light levels are recommended to be 3 foot-candles of illumination. Light fixtures are required to be shielded and aimed downward to avoid over-spill of light and glare off of the site. Light fixtures should be equipped with timing devices to shut off unwanted lighting.

These mitigation measures continue to apply to the proposed Project.

## Project Impacts

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
<i>Would the Proposal:</i>				
a. Have a substantial adverse effect on a scenic vista?			X	
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
c. Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

## Discussion

- a) *Have a substantial adverse impact on a scenic vista?* The proposed Napa Commerce Center would have less intensive impacts on scenic vistas than the previously approved Beringer project. As noted in the Beringer EIR, the size and scale of facility improvements would appear as part of the existing industrial landscape, where views are primarily of distant hillsides, distant mountains and meadows. A smaller portion of the site would be developed with a smaller facility as compared to the previous land use approval. Therefore, no new or more significant impacts with regard to scenic vistas beyond those analyzed in the 2001 Beringer EIR would occur.
- b) *Substantially damage scenic resources, including visual resources within state scenic highway?* No significant visual resources are located on the eastern portion of the Project site that would be removed or impacted to accommodate the proposed Project. Significant resources include major stands of trees, rock outcrops or major watercourses. The site is substantially screened from view from SR 29 by existing development and by distance of the site from SR 29.

Overall, no new or more significant impacts would occur with regard to scenic resources than were analyzed in the Beringer EIR.

- c) *Substantially degrade existing visual character or the quality of the site?* The proposed Project would include constructing a wine warehouse, parking facilities and related improvements on the eastern portion of the site in place of the largely vacant field. The Beringer EIR found that construction of the Beringer facility and its height and scale would be compatible with the height and scale of surrounding land uses and would not have resulted in a substantial degradation of the visual character of the site and the surrounding area.

To construct the public road extension at Devlin Road, Napa County will require that the Project include extension of Devlin Road across the existing Union Pacific Railroad tracks that forms the eastern boundary of the site. Because the owner of the rail lines will not grant rights for a public crossing at-grade, the crossing must be elevated and constructed over the existing Union Pacific Railroad tracks that form the eastern boundary of the site. This differs from the Beringer EIR because the previous development proposal included an "at-grade" concept crossing of Devlin Road over the tracks. However, the Beringer project did not receive final approvals from the railroad and an elevated crossing may have been ultimately required.

The top of grade would be an estimated 28.5 feet from the existing ground surface. Improvements would include adding earthen fill material on both sides of the existing tracks and construction of a steel and concrete bridge with guardrails over the tracks. The side slopes of the elevated structure would be landscaped to minimize the likelihood that the elevated roadway structure would result in a substantial supplemental visual impact.

Overall, no new or more significant impacts would occur with regard to the visual character of the Site than were analyzed in the Beringer EIR.

- d) *Create light or glare?* As noted in the Beringer EIR, development on the Site would increase the amount of light and glare on and potentially off of the Site. The same impacts would result with construction of the proposed Napa Commerce Center since the same general type and intensity of development is proposed as was analyzed in the Beringer EIR. Mitigation Measures C.3a through C.3c contained in the Beringer EIR will continue to apply to the Napa Commerce Center Project to reduce light and glare impacts to a less-than significant level. No other new or more significant light or glare impacts were identified in this Initial Study.

## 2. Agricultural Resources

### Environmental Setting

Impacts to agricultural resources were not found to be a significant impact in the 2001 Beringer EIR.

## Project Impacts

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
<i>Would the proposal:</i>				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				X

## Project Impacts and Mitigation Measures

- a-c) *Convert prime farmland to a non-agricultural use or involve other changes which could result in conversion of farmland to a non-agricultural use, including conflicts with agricultural zoning and Williamson Act contracts?* The Project site has been used for grazing for many years and is not currently farmed or used for agricultural purposes. The Site is designated for "Industrial" land use on the Airport Industrial Area Specific Plan adopted in 1986 and the Napa County General Plan Land Use Map (Figure AG/LU-3). Therefore, no new or more significant impacts beyond those analyzed in the Beringer EIR are anticipated with regard to impacts to agricultural resources.

### 3. Air Quality

#### Environmental Setting

The Project Site lies at the southeastern end of the Napa Valley, which is one of the climatological subregions of the San Francisco Bay Area Air Basin. The valley is bordered by relatively high hills and mountains that form barriers to prevailing westerly winds. The topographical features of the valley create a relatively high potential for air pollution. During summer and fall months, prevailing winds can transport ozone precursors northward from the Carquinez Strait into Napa Valley, trapping and concentrating pollutants. High frequency and light winds during the late fall and winter contribute to the buildup of particulate matter from motor vehicles, agriculture and woodburning stoves and fireplaces.

#### Beringer EIR

The Beringer EIR identifies a number of impacts and mitigation measures related to air quality. These include:

- Impact D.1 identified a significant impact with regard to potential health and visibility impacts from construction activities that would generate substantial amounts of dust. Construction activities related to site grading would generate substantial amounts of dust (primarily PM-10) and lesser amounts of other pollutants from construction equipment. Adherence to Mitigation Measure D.1 would reduce this impact to a less-than-significant level by requiring implementation of a dust reduction program, including but not limited to frequent watering of active construction areas, sweeping of paved access roads, stabilizing graded areas with hydroseed, limitations on construction equipment speeds and other measures.
- Impact D.2 found that emissions from Project operations would result in a significant impact of emission of criteria air pollutants, including carbon monoxide, reactive organic gasses PM-10 and similar pollutants. Adherence to Mitigation Measure D.2 would partially but not fully reduce impacts of generation of criteria pollutants to a less-than-significant level. This measure would promote alternative transportation modes to autos for Project employees and visitors; however, even with adherence to the measures contained in the Mitigation Measure, this impact would be significant and unavoidable.
- Impact D.3 identified a less-than-significant impact from emission of carbon monoxide generated by Project-related traffic. No mitigation measures were required for this impact.
- Impact D.4 related to a less-than-significant impact of odor caused by construction and operation of wastewater treatment ponds on the site. No mitigation measures were included in the EIR.
- Impact D.5 identified the Project's contribution to cumulatively considerable regional air quality impacts, since emission of certain emissions would exceed



the Bay Area Air Quality Management District's thresholds of significance. This impact was found to be significant and unavoidable.

The proposed Project is required to adhere to these mitigation measures, as applicable, and current air quality regulations enforced by the Bay Area Air Quality Management District (BAAQMD).

### Project Impacts

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
<i>Would the Proposal:</i>				
a. Conflict with or obstruct implementation of the applicable air quality plan?				X
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?				X
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?				X
d. Expose sensitive receptors to substantial pollutant concentrations?				X
e. Create objectionable odors affecting a substantial number of people?				X

### Discussion

- a) *Would the project conflict with or obstruct implementation of an air quality plan?* For the proposed Project, no amendments to either the Napa County General Plan or the Airport Area Specific Plan have been requested and the proposed Project would be

consistent with growth projections used for these land use regulatory documents. No impacts would therefore result with regard to this topic.

- b) *Would the project violate any air quality standards?* The 2001 Beringer EIR identified regional pollutant emissions as significant and unavoidable impacts. The proposed Project includes a warehouse development in a manner consistent with the previous approvals on the site and within the parameters of the 2001 Beringer EIR. Although this impact would remain significant and unavoidable with the currently proposed Project, there would be no new or more significant impacts with regard to violations of air quality standards. In addition, the Beringer EIR included an analysis of impacts related to wine fermentation. This impact has been reduced to a no impact level under the proposed Project since no wine fermentation would be conducted. This contributes to a net reduction in project impacts as compared to the approved project.

#### Greenhouse Gas Emissions

Greenhouse gas emissions are addressed in this Study although they are not specifically identified as a threshold on the CEQA checklist and they may not even be legally required in the context of an EIR Addendum as evidenced by the Napa Superior Court's decision in *American Canyon Community United for Responsible Growth et al v. City of American Canyon et al* (Napa Superior Court Case No., 26-27462; May 22, 2007). In that case the Court held that AB 32<sup>2</sup> was not the "type of 'new information' that could not have been known" which would trigger review under Public Resources Code section 21166 in the re-approval of a project. The Court went on to say that CEQA Guideline 15162 makes it clear that "new information" must show something about the particular project's effects, i.e., that the project will have one or more significant effects not discussed in the previous document. The Court concluded that new legislation requiring creation of state regulations does not pertain to a particular project's effects. Thus, AB 32 is not the kind of "new information" contemplated by section 21166, said the Court. *American Canyon* tested the sufficiency of a Mitigated Negative Declaration Addendum which did not analyze greenhouse gases. No federal, State, or local agency has adopted a quantifiable threshold at the time of this Study for determining the significance of greenhouse gas emissions for specific projects; therefore, the significance of such emissions are evaluated qualitatively and on an *ad hoc* basis.

#### *Regulatory Framework*

California Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S-03-05, green house gas (GHG) emission reduction targets for the state as follows: by 2010, reduce emissions to 2000 levels; by 2020 reduce emissions to 1990 levels; by 2050, reduce HG emissions to 80% below 1990 levels. To meet the identified targets the Governor directed the secretary of the CalEPA to coordinate with the Secretary of the Department of Food and Agriculture, Secretary of the Resources Agency, Chairperson of the CARB, Chairperson of the

---

<sup>2</sup> Legislation that charges the California Air Resources Board with developing regulations on how the state will address climate change impacts.

Energy Commission and President of the Public Utilities Commission on the development of a Climate Action Plan. (CAPCOA 2008, January). The Secretary of CalEPA leads a Climate Action Team made up of representatives from the agencies listed above to implement global warming emission reduction programs identified in the Climate Action Plan and report on the progress made toward the goals established in Executive Order S-03-05. The Climate Action Plan report to the Governor contains recommendations and strategies to help ensure the targets in Executive Order S-03-05 are met.

In 2006 the California legislature adopted Assembly Bill No. 32 (AB 32), the California Global Warming Solutions Act of 2006. AB 32 requires the CARB, the state agency charged with regulating statewide air quality, to adopt rules and regulations that would achieve GHG emissions equivalent to statewide levels in 1990 by 2020. AB 32 establishes a multi-year timeline for the development and implementation of GHG reporting and mitigation policies. The first step is the development of “early action” measures. As the policy-making continues, CARB will consider a broader set of mitigation measures, including carbon sequestration projects and best management practices that are technologically feasible and cost-effective. Coordination between CARB and CalEPA will be needed to implement the requirements of AB32 and Executive Order S-01-07.

#### *Impact Analysis*

GHGs include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), ozone (O<sub>3</sub>), water vapor, nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>). Carbon dioxide is the most abundant GHG in the atmosphere. GHGs are the result of both natural and anthropogenic activities. Forest fires, decomposition, industrial processes, landfills, and consumption of fossil fuels for power generation, transportation, heating and cooking are the primary sources of GHG emissions.

Greenhouse gases have varying global warming potential. The global warming potential is the potential of a gas or aerosol to trap heat in the atmosphere; it is 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. A summary of the atmospheric life and global warming potential of selected gases is summarized in Table GHG-1. As shown in the table global warming potential ranges from 1 to 23,900.

The understanding of the fundamental processes responsible for global climate change has improved over the past decade, and our predictive capabilities are advancing. However, significant scientific uncertainties remain in several important areas including prediction of local effects of climate change, occurrence of extreme weather events, effects of aerosols, changes in clouds, shifts in the intensity and distribution of precipitation, and changes in oceanic circulation among others. Because of these uncertainties there continues to be significant debate as to the extent to which increased concentrations of GHGs have caused or will cause climate change, and with respect to the appropriate actions to limit

and/or respond to climate change. In addition, it is impossible to link a single development project with future specific climate change impacts.

The following analysis represents an attempt to describe potential impacts of the Project's GHG emissions. Carbon dioxide emissions accounted for approximately 84 percent of the State's total GHG emissions in 2004. Methane and nitrous oxide accounted for 5.7 and 6.8 percent respectively. Carbon dioxide from construction and operation-related sources is likely to be the biggest contributor of GHGs for this project. Several measures have been included into the Project to reduce the Project's GHG emissions, and the Project would emit considerably less GHGs as compared to the previously approved project due to the elimination of winemaking activities and related vineyard operations. The following project activities are descriptive of the Project's potential contribution to global carbon dioxide emissions.

**Table 1. Global Warming Potentials and Atmospheric Lifetimes<sup>3</sup>**

Gas	Atmospheric Lifetime	Global Warming Potential (100 Year Horizon)
Carbon dioxide	50-200	1
Methane	12 +/- 3	21
Nitrous oxide	120	310
HFC-23	264	11,700
HFC-134a	14.6	1,300
HFC-152a	1.5	140
PFC: tetrafluoromethane	50,000	6,500
PFC: hexafluorethane	10,000	9,200
Sulfur hexafluoride	23,900	23,900

The supply of natural gas and electricity is demand responsive. The Project would be required to meet the service requirements of utility providers, which would ensure that a less than significant impact related to the provision would result from development of the proposed use. Because the proposed project would be required to adhere to standards contained in Title 24 in addition to requirements set forth by the respective utility providers, and because the proposed project would result in construction of a building with project features identified in the LEED program, the Project would not result in the wasteful inefficient, or unnecessary consumption of energy. The LEED Green Building Rating System encourages an accelerated global adoption of sustainable green building and development practices through the creation and implementation of universally understood and accepted tools and performance criteria. To earn a LEED

<sup>3</sup> United States Environmental Protection Agency, 2002.

certification, the Project must satisfy all of the prerequisites and a minimum number of points to attain the established LEED rating.

#### *Carbon Dioxide*

In addition to GHG emissions associated with electricity and natural gas usage the Project will generate emissions of CO<sub>2</sub> primarily in the form of vehicle exhaust. The Project applicant has agreed to include a number of measures into the Project to address and minimize impacts associated with vehicle emissions.

#### *Methane*

The Project will generate some methane gas from vehicle emissions. Several features have been incorporated into the Project's design to address and minimize impacts associated with vehicle emissions.

#### *Water Vapor*

The Project does not contribute to this greenhouse gas because water vapor concentrations in the upper atmosphere are primarily due to climate feedbacks and not emissions from industrial and commercial activities.

#### *Ozone*

O<sub>3</sub> is a greenhouse gas; however, unlike other greenhouse gases, O<sub>3</sub> in the troposphere is relatively short-lived and therefore, is not global in nature. According to CARB, it is difficult to make accurate determinations of the contribution of ozone precursors- NO<sub>x</sub> and volatile organic compounds (VOCs) - to global warming. Therefore, the small amount of project emissions of O<sub>3</sub> precursors would not likely make a significant contribution to global climate change.

#### *Chlorofluorocarbons*

There is an international ban on CFCs; therefore, the Project would not generate emissions of these greenhouse gases.

#### *Hydrofluorocarbons*

The Project may emit a small amount of HFC emissions from leakage and service of refrigeration and air conditioning equipment and from disposal at the end of the life of the equipment.

#### *Perfluorocarbons and Sulfur Hexafluoride*

Perfluorocarbons and sulfur hexafluoride are typically used in industrial applications, none of which would be used by this project. Therefore, it is not anticipated that the Project would emit any of these greenhouse gases.

The primary greenhouse gas generated by the project would be carbon dioxide. AB 32 requires that the State board determine what the statewide greenhouse gas emissions level was in 1990, and approve a statewide greenhouse gas emissions limit that is equivalent to that level, to be achieved by 2020. On December 6, 2007 the board approved an amount of 427 million metric tonnes of carbon dioxide equivalent (MMTCO<sub>2e</sub>) as the total statewide greenhouse gas 1990 emissions level

and 2020 emissions limit. Projected 2020 Emissions, under a Business-as-Usual Approach are expected to be 596 million metric tonnes of carbon dioxide equivalent. Accordingly, a reduction of approximately 40% is necessary in order to meet the targets.

The California Environmental Protection Agency Action Team developed a report that proposed a path to achieve these targets that will build on voluntary actions of California businesses, local government and community actions, and State incentive and regulatory programs. The report indicates that the strategies would reduce California's emissions to the levels proposed in Executive Order S-3-05. The strategies that apply to the project are contained in Table GHG-2. As shown in the table, with mitigation, the project complies with the potential measures to bring California to the emissions reduction targets.

**Table 2. Project Compliance with Greenhouse Gas Emissions Reduction Strategies**

Agency	Strategy	Project Compliance With Reduction Strategy
California Air Resources Board	Vehicle Climate Change Standards	<b>Compliant:</b> Vehicles that access the Project will be in compliance with any vehicle standards that CARB proposes.
	Diesel Anti-Idling	<b>Compliant:</b> CARB's Airborne Toxic Control Measures to Limit Diesel-Fuel Commercial Motor Vehicle Idling ensures that diesel trucks accessing the project site would not idle.
	HFC Reduction Strategies	<b>Compliant:</b> The Project would use HVAC units that contain reduced levels of HFCs relative to conventional models.
	Heavy-Duty Vehicle Emission Reduction Measures	<b>Compliant:</b> These are CARB-enforced standards; vehicles that access the project that are required to comply with standards will comply with the strategy.
	Transportation Refrigeration Units (TRUs)	<b>Compliant:</b> The project may have TRUs visiting the site depending on tenant demand. Mitigation GHG-1 represents an available and feasible strategy to reduce emissions from TRUs.
	Achieve 50 percent Statewide Recycling Goal	<b>Compliant:</b> Recycling facilities provided at the Napa Commerce Center would exceed the City's solid waste requirements and would serve to divert waste that would otherwise be disposed of in the waste stream.

Department of Forestry	Urban Forestry	<b>Compliant:</b> The Conceptual landscaping Plan includes drought-tolerant trees, shrubs and groundcover.
	Appliance Energy Efficiency Standards	<b>Compliant:</b> Appliances that are purchased for the project will be consistent with existing energy efficiency standards.
State Department of Business, Transportation, and Housing	Measures to Improve Transportation Energy Efficiency	<b>Compliant:</b> The Project will be constructed within an existing industrial area which has immediate access to State Highway 29 and in close proximity to Interstate 80. The site would be served by public transportation. These features promote transportation efficiency.
Consumer Services Agency	Green Buildings Initiative	<b>Compliant:</b> The Project will meet or exceed the 2005 Title 24 standards for building construction including exterior lighting requirements. The Project will also be registered for LEED certification.
California Energy Commission	Building Energy Efficiency Standards	<b>Compliant:</b> The Project will meet or exceed the 2005 Title 24 standards for building construction including exterior lighting requirements. The Project will also be registered for LEED certification.

While the Project will be registered for LEED certification and will comply with the Climate Action Team's greenhouse gas reduction strategies, it will still contribute to a net increase in greenhouse gases. However, this Project will have a lower net contribution than the previously approved Beringer project as no winemaking activities or vineyards are proposed. This will result in a reduction of greenhouse gases produced by fermentation and farm equipment to maintain the vineyards among other reductions. The Project has been designed with several greenhouse gas emission reduction features. Since no project specific greenhouse gas emission thresholds have been established at the time of this Study it is not possible to ascertain whether the impact of this project will be significant.

- c) *Would the project result in cumulatively considerable air pollutants?* The certified Beringer EIR found that the previous Beringer Wine Estates facility would emit pollutants that would have exceeded the Bay Area Air Quality Management District's threshold of significance. Although partial mitigation for this impact is included in the Beringer EIR (Mitigation Measure D.2), cumulatively considerable impacts with regard to this topic would remain and this impact would be significant and unavoidable. Since the currently proposed Napa Commerce Center would include approximately the same type, land use, location and less development intensity as the earlier approved facility, this impact would remain significant and unavoidable; however, there would be no new or more significant impacts with regard to this topic beyond those analyzed in the 2001 EIR. The Project does not propose the fermentation of wine or the cultivation of grapes and would include a rail spur. Trains are significantly more fuel efficient than trucks transporting a ton of freight over an equal distance using one third of the fuel. This

reduces pollution and congestion on highways. These changes may contribute to lessening net Project impacts.

- c) *Would the project result in cumulatively considerable air pollutants?* The certified Beringer EIR found that the previous Beringer Wine Estates facility would emit pollutants that would have exceeded the Bay Area Air Quality Management District's threshold of significance. Although partial mitigation for this impact is included in the Beringer EIR (Mitigation Measure D.2), cumulatively considerable impacts with regard to this topic would remain and this impact would be significant and unavoidable. Since the currently proposed Napa Commerce Center would include approximately the same type, land use, location and less development intensity as the earlier approved facility, this impact would remain significant and unavoidable; however, there would be no new or more significant impacts with regard to this topic beyond those analyzed in the 2001 EIR. The Project does not propose the fermentation of wine or the cultivation of grapes and would include a rail spur, similar to the earlier Beringer project. Trains are significantly more fuel efficient than trucks transporting a ton of freight over an equal distance using one third of the fuel. This reduces pollution and congestion on highways. These changes may contribute to lessening net Project impacts.
- d,e) *Expose sensitive receptors to significant pollutant concentrations or create objectionable odors?* Unlike the previous Beringer project, the Napa Commerce Center Project would not include a wine making component, so no wastewater treatment ponds are required or proposed. Since there are no sensitive receptors near the Site and no others are being created there would be no impact. The Project would have a less substantial impact with respect to this topic than the previously approved project.

## 4. Biological Resources

### Environmental Setting

This section of the Initial Study is based on a biological assessment of the site performed by LSA Associates in August, 2008. The LSA report is attached to the Initial Study in Appendix 1. The LSA report is hereby incorporated into the Initial Study by reference.

#### *Habitat Types and Vegetation*

The dominant plant community on the site is non-native annual grassland, supporting introduced annual grasses, as well as native and non-native forbs (broad-leaved plants). In the upland areas of relatively higher elevation the dominant grasses observed included Italian rye (*Lolium multiflorum*), Mediterranean barley (*Hordeum marinum* ssp. *gussoneanum*), medusa-head (*Taeniatherum caput-medusae*) and soft chess (*Bromus hordeaceus*). Common associate species observed in the pasture included bird's-foot trefoil (*Lotus corniculatus*), hayfield tarweed (*Hemizonia congesta*), English plantain (*Plantago lanceolata*), bindweed (*Convolvulus arvensis*) and bristly ox-tongue (*Picris echinoides*). Pasture areas of relatively lower elevation appeared to support some of the same species, such as Mediterranean barley, Italian rye and bird's-foot trefoil; however,



within these low areas seasonal wetlands were characterized by the presence of California coyote thistle (*Eryngium aristulatum*), rabbit's-foot grass (*Polypogon monspeliensis*) and curly dock (*Rumex crispus*).

Freshwater marsh vegetation occurs in the northwestern corner of the Project site, where freshwater runoff appears to be draining year-round toward No Name Creek from a drainage ditch along the southern airport boundary. Among other wetland plant species, this area supports cattails (*Typha* sp.), water plantain (*Alisma plantago-aquatica*), pennyroyal (*Mentha pulegium*), brass buttons (*Cotula coronopifolia*), flatsedge (*Cyperus* sp.), and iris-leaved or brown-headed rush (*Juncus xiphioides* or *J. phaeocephalus*).

The banks of the unnamed creek support sporadic areas of native perennial grassland, dominated by creeping wild rye (*Leymus triticoides*) and a rhizomatous rush (*Juncus balticus* or *J. mexicanus*). There is no woody riparian vegetation growing in the Project site.

#### *Jurisdictional Determination*

Waters of the United States on the Napa Commerce Center Project site consist of 3.92 acres of seasonal wetlands, wetland stream segments, wetland ditch segments, non-wetland stream and ditch segments, and culverts. These are shown on Figure 3 contained in the LSA report. Three of these wetlands are isolated from other waters of the United States. These features, along with sample point locations, are mapped on Figure 3 of the biological report (see Appendix 1). The dimensions of individual segments and wetlands are provided in Tables A and B. The potential areas of wetlands and other waters are summarized in Table C contained in Appendix 1.

The findings and conclusions presented in the wetland delineation (LSA Associates, Inc., 2008A) have been verified by the Corps.

The June, 2008 wetland delineation map (LSA 2008A) resembles the map (4.9 acres) of jurisdictional waters prepared by ESA in 2000, with some minor differences. The most substantial differences between the current and previous delineations are: 1) an intermittent stream was mapped in 2000 where seasonal wetland ("SW") 1 is now located and 2) an intermittent stream was mapped in 2000 from the eastern Project boundary (railroad) to the unnamed creek that neither LSA nor the Corps found to be jurisdictional in 2008.

Offsite wetlands along the Devlin Road extension (Panattoni site) were mapped by Jones and Stokes Associates in October 2005 and verified by the Corps in January 2008.

#### *Special-status Species*

Plant Species. Field surveys were conducted by LSA botanist Tim Milliken, in accordance with USFWS, CDFG, and CNPS protocols. Field surveys were conducted on March 20, April 20, July 16, and August 20, 2008. The surveys searched for the following plant communities on the site; non-native annual grassland; freshwater marsh vegetation; seasonal wetlands; and in-stream wetlands. All surveys were timed to

ensure observations during appropriate developmental stages of the target species and were conducted on foot in order to provide visual coverage of the entire project site.

The majority of the species encountered were sight-identified to species level; some were keyed using a dissecting scope and appropriate floristic manuals. Taxonomy and nomenclature follow those in *The Jepson Manual; Higher Plants of California* (Hickman 1993). A list of all species observed during the surveys is presented in Appendix A of the full LSA report.

No special-status plants have been mapped on or adjacent to the Project site. However, a search list of nine special-status plants was compiled for consideration with the Project EIR (ESA 2001 and 2001a) by combining the resources of the *California Natural Diversity Data Base* (CDFG 1999), the *Electronic Inventory of Rare and Endangered Plants of California* (CNPS 1994), and informal consultation with the USFWS (2000) regarding potential sensitive plant species at the Project site. Thus, the Project site provides suitable habitat for nine special-status plant species. Suitable habitat does not infer presence, only that existing ecological conditions may support these species.

There are nine special status plant species that have the potential to occur on the Project site are: Alkali milk vetch (*Astragalus tener* var. *tener*), Suisun marsh aster (*Aster lentus*), Big-scale balsamroot (*Balsamorhiza macrolepis* var. *Macrolepis*), dwarf downingia (*Downingia pusilla*), Delta tule-pea (*Lathyrus jepsonii* var. *jepsonii*), Contra Costa goldfields (*Lasthenia conjugens*), legenere (*Legenre limosa*), showy Indian clover (*Trifolium amoenum*), and Mason's lilaeopsis (*Lilaeopsis masonii*). Two of the species, Contra Costa goldfields and showy Indian clover, are federally-listed as endangered. Alkali milk vetch, Delta tule-pea, legenere, Suisun marsh aster, and Mason's lilaeopsis are federally listed as species of special concern. Eight of the species are on CNPS List 1B and one plant, Dwarf downingia, is on CNPS's List 2.

Focused sensitive plant species surveys conducted by ESA botanists for the project EIR in 2000 and also by LSA botanists in 2008 did not locate any of the listed sensitive plant species above. The surveys were scheduled to cover the flowering seasons of all of the sensitive-status species potentially present on the site.

Wildlife. A total of 37 special-status animal species are known to occur in the region of the Project site, but no special-status animal records have been mapped on or adjacent to the site with the exception of vernal pool fairy shrimp. Habitat on or adjacent to the Project site is not suitable for the majority of listed species mentioned above. Six listed species, including vernal pool fairy shrimp, northern harrier, Swainson's hawk, burrowing owl, white-tailed kite, and loggerheaded shrike, are considered to have the potential to inhabit the Project site.

Information in the 2001 Beringer EIR and Corps application prepared by ESA (ESA 2001 and 2001a), indicated that vernal pool fairy shrimp had been found on the site. However, subsequent analysis showed that the original assumptions were incorrect and that fairy shrimp had been found on the Napa Airport, more than 100 feet to the west and outside of the watershed of the project property (Pittman 2003). Furthermore, two years of wet season protocol surveys for fairy shrimp conducted by Pittman (2003) in

2002 and 2003 did not yield any evidence of listed fairy shrimp on the subject property. Pittman concluded that fairy shrimp were absent from the site (copies attached). In 2002, the U.S. Fish and Wildlife Service designated critical habitat for listed vernal pool species, including vernal pool fairy shrimp, in California and Oregon, and while the Napa County Airport, adjacent to the Project site, was designated as critical habitat for vernal pool fairy shrimp, the Project site was not.

The five sensitive bird species listed above have the potential to occur on the Project site, based on the habitats present. These species could be found along the unnamed creek, within eucalyptus trees located on the site, or within the open grassy fields.

The Swainson's hawk (*Buteo swainsonii*) is a state listed threatened species pursuant to the California Endangered Species Act. This species was not analyzed in the 2001 EIR. The Swainson's hawk is generally a summer visitor to California. In the fall months, most Swainson's hawks migrate to Mexico and South America before returning to the United States to breed once again in the late spring. There is a small population of Swainson's hawks that remain resident in California year-round; however, the nesting population of Swainson's hawks in California has declined greatly due primarily to habitat loss. This raptor inhabits open to semi-open areas at low to middle elevations in valleys, dry meadows, foothills, and level uplands. It nests almost exclusively in trees and will nest in almost any tree species that is at least 10 feet tall.

Swainson's hawks in California are highly tied to and dependent upon irrigated agricultural habitats. Foraging habitats include alfalfa fields, fallow fields, beet, tomato, and other low-growing row or field crops, dry-land and irrigated pasture, and rice land when not flooded (CDFG 1994). Its primary prey in the Central Valley is California meadow vole (*Microtus californicus*). Agricultural areas are often preferred over more natural grassland habitats due to larger prey populations. In addition, agricultural practices (planting, maintenance, harvesting, disking) allow for access to prey, and very likely increase foraging success of Swainson's hawks by flushing prey.

There is a current nesting record for Swainson's hawk located 2.5 miles north of the Project site along the south bank of Soscol Creek, in south Napa (CNDDB Occurrence Number 1619). These birds are reportedly highly tied to the waste-water disposal/irrigation fields north of the Napa County Airport. The grasslands on the Project site provide potential foraging habitat, but small mammal and meadow vole populations are likely to be relatively limited given the grassland characteristics and historic levels of livestock grazing.

The Beringer EIR did not analyze impacts to the Swainson's hawk because Napa County is outside of what is typically considered Swainson's hawk habitat. They are primarily tied, in much of California, to irrigated agriculture and to alfalfa in particular. This species presence in Napa County, as a nesting species, is fairly recent and the nesting birds is largely tied to the wastewater irrigation field north of the airport. Napa County now requires that potential Swainson's hawk impacts be analyzed. No Swainson's hawk nesting habitat or activity has been identified on the Project site by the Project biologist and the potential foraging habitat is of relatively limited value.

Accordingly, there is no new significant impact not analyzed under the Beringer EIR, nor is there an increase in the severity of previously identified significant effects.

#### Beringer EIR

The Beringer EIR identified that the Project Site had been used for hay production and cattle grazing. Based on these historic uses, plant and wildlife species in the annual grassland portion of the Site are associated with the disturbed nature of this portion of the Site.

The Beringer EIR contains a number of impacts and mitigation measures regarding biological resources. Applicable impacts and mitigation measures include:

- Impact F.1 identified permanent and temporary impacts to wetlands as well as wildlife species associated with wetland areas, including vernal pool fairy shrimp and steelhead trout in the Napa River. The 2001 Beringer EIR indicated that preliminary findings of a routine delineation of the project site identified 0.51 acres of jurisdictional wetlands that would be permanently filled by the previously approved project and 1.06 acres that could be temporarily filled. Mitigation Measure F.1a requires the project applicant to obtain a Corps-approved wetland delineation. Mitigation Measure F.1b requires project facilities to be planned and constructed to avoid wetland areas to the extent possible, including waters of the United States. Mitigation Measure F.1c requires that, if any impacts would occur to wetlands or waters of the U.S. that cannot be avoided, compensatory wetlands shall be provided at a ratio established by the U.S. Army Corps of Engineers. Finally, Mitigation Measure F.1d requires the project contractor to take necessary steps to minimize and avoid jurisdictional wetlands. Adherence to these impacts will reduce impacts to wetlands to a less-than-significant level.
- Impact F.2 noted impacts to federally listed wildlife species, including the vernal pool fairy shrimp with secondary impacts to steelhead trout. Mitigation Measure F.2 requires project improvements to avoid delineated wetland areas and provide a buffer provided to protect resources. Even with adherence to this measure, impacts to vernal pool fairy shrimp would remain significant and unavoidable.
- Impact F.3 identified an impact with regard to construction activities on non-listed special-status nesting raptor and other nesting birds, including but not limited to northern harrier and red-tailed hawk. Construction activity and human disturbance could cause nest abandonment and death of young or loss of reproductive potential at active nests near the site. Mitigation Measure F.3 requires surveys of the site prior to construction after September 1 and before January 31 of the year by a qualified biologist for nesting raptors and other special-status species. Surveys shall be conducted 30 days prior to construction. Survey results shall be forwarded to the U.S. Fish and Wildlife Service and California Department of Fish and Game, as appropriate. If sensitive biological resources are found they shall be avoided or buffers provided.

- Impact F.4 found that the project would result in disturbance to or direct mortality of common wildlife species and could create a barrier to wildlife movement from adjacent grasslands. This was found to be a less-than-significant impact and no mitigation was required.
- Impact F.5 noted that vineyards areas on the site would require long-term maintenance that would include irrigation and application of fertilizers and pesticides. Fertilizers and pesticides could have the potential to adversely impact aquatic life and on-site seasonal wetlands and surface bodies of water. Mitigation Measure F.5a requires that vineyard areas be designed with interspersed vegetation and vineyard rows and that adequate vegetation buffers be provided to reduce impacts to vernal pool invertebrates. A vernal pool management plan is required prior to commencement of construction. Mitigation Measure F.5b requires preparation of an Integrated Pest Management Plan as part of the seasonal wetland (vernal pool) management plan. Adherence to these two measures will reduce impacts to aquatic life and seasonal wetlands to a less-than-significant level.
- Impact F.6 identified an impact with increased pollutant loads from the site in surface runoff could decrease the habitat quality in the Napa River for Central Coast steelhead, winter-run Chinook salmon and other species. There could also be impacts from polluted stormwater to California tiger salamander in the unnamed creek on the site. Adherence to Mitigation Measure F.6 would reduce this impact to a less-than-significant level. This measure requires that the Project sponsor prepare and implement a Stormwater Pollution Prevention Plan consistent with the standards required by the San Francisco Bay Regional Water Quality Control Board.
- Impact F.7 was identified as a less-than-significant impact regarding loss of approximately 115 acres of California annual grasslands. This was considered less-than-significant since this resource is relatively abundant locally and regionally and the grasslands on the site have been degraded.

The proposed Project will be required to adhere to these biological resource mitigation measures.

## Project Impacts

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
<i>Would the proposal result:</i>				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X	
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established			X	

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

### Discussion

- a) *Have a substantial adverse impact on a candidate, sensitive, or special-status species?*  
The Beringer EIR and more recent LSA assessment identified a number of special status species that could potentially occur on the Project site. Specifically, nine special-status plant species have the potential to grow on the site, but have not been identified in recent surveys. Five special-status bird species have been identified on the site. Six listed species including vernal pool fairy shrimp, northern harrier, Swainson's hawk, burrowing owl, white-tailed kite, and loggerhead shrike, are considered to have the potential to inhabit the Project site.

As noted in the Environmental Setting section, the Beringer EIR identified the presence of vernal pool fairy shrimp on the site; however, subsequent analysis determined these species are absent from the site.

Impacts to special-status wildlife species were analyzed as Impact F.2, F.3, F.5 and F.6. As noted above, adherence to mitigation measures listed in the Beringer EIR will reduce impacts to special-status and non-listed species to a less-than-significant level. In addition, net project impacts have been reduced due to the elimination of grape growing and wine fermentation which was included as part of the previously approved project. The proposed Project also includes a reduction in the building size from the previous approval. The Project will be required to conform to these measures, as applicable.

- b, c) *Have a substantial adverse impact on riparian habitat, other sensitive natural communities or federally protected wetlands?* Jurisdictional wetlands are present on the Project site and impacts on these resources will be mitigated to a level of less-than-significant by adherence to Mitigation Measures F.1a through F.1d contained in the Beringer EIR.
- d) *Interfere substantially with movement of native fish or wildlife species?* The 2001 Beringer EIR found that interference with movement of native fish or wildlife species was a less-than -significant impact. The proposed Project would result in minimal changes to the original site plan and require less ground disturbance so this impact would remain less-than-significant.
- e) *Conflict with local policies or ordinances protecting biological resources?* There would be no conflicts and no impacts with any local policies regarding biological resources should this Project be approved and constructed.
- f) *Conflict with any adopted Habitat Conservation Plans or Natural Community Conservation Plans?* The Project area is not located within the boundaries of a habitat conservation plan (HCP) or Natural Community Conservation Plan area.

## 5. Cultural Resources

### Environmental Setting

The Beringer EIR notes that the project site was a part of one or more ranches in the southern portion of Napa County at the end of the nineteenth century. A majority of the site is identified as being within a potentially archeological sensitive area as well as a potentially historically sensitive area as mapped by Napa County. This designation also includes that portion of the site proposed for the extension of Devlin Road into the site.

An earlier archeological survey of the Project Site, in 1999, revealed obsidian flakes in the northwest portion of the property and not on the Project site. The Beringer EIR notes that the site is not listed by the Native American Heritage Commission as a Native American Sacred Land.

The Project site includes a small deteriorated barn structure covered by a metal pitched roof, remnants of an above-ground water tank and abandoned farming equipment.

### Beringer EIR

The Beringer EIR identifies a number of impacts and mitigation measures regarding cultural resource impacts. Applicable impacts and mitigation measures include:

- Impact G.1 identifies a potentially significant impact with regard to significant archeological resources, specifically buried Native American resources and artifacts from historic farming and railroad operations on the site. Mitigation Measure G.1a requires the project sponsor to monitor excavation activities, including grading and trenching, providing briefings to construction crews



regarding identifying potentially significant resources and protocols in the event of a find. Mitigation Measure G.1b requires work on the project be stopped in the event that a significant artifact is discovered and an evaluation of the find by a qualified archeologist. If any finds are determined to be significant, the project sponsor shall construct a publicly accessible display of the artifacts. Mitigation Measure 1.Gc requires the Napa County Coroner to be notified in the event that human remains are found. The Native American Heritage Commission is to be notified if remains are determined to be Native American. Adherence to these measures would reduce this impact to a less-than-significant level.

- Impact G.2 identifies a potentially significant impact with regard to demolition of the existing barn structure located on the site. Adherence to Mitigation Measure G.2 would reduce this impact to a less-than-significant level. This measure requires the project sponsor to consult with Napa County and any local historic societies to determine if there is any interest in photographing and/or documenting the barn, moving the barn to another location, or saving some of the barn elements.

These mitigation measures will continue to apply to the proposed Project.

#### Project Impacts

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
<i>Would the proposal result in impacts to:</i>				
a. Cause a substantial adverse change in the significance of a historical resource as defined in Sec. 15064.5?			X	
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Sec. 15064.5?			X	
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	
d. Disturb any human remains, including those interred outside of formal cemeteries?			X	

### Discussion

- a) *Cause substantial adverse change to significant historic resource or human remains?* The Project site is located in an archeological and historically sensitive area; however, adherence to Mitigation Measures G.1 a-c and G.2 contained in the Beringer EIR will reduce such impacts to a less-than-significant level. There are no new or more significant impacts beyond those analyzed in the Beringer EIR with regard to historic resources or human remains.
- b-d) *Cause a substantial adverse impact or destruction to Native American, archeological, paleontological resources or human remains?* As noted above, the Project site could contain potentially significant archeological, Native American and /or historical resources given its location near the Napa River and generally flat topography. Adherence to Mitigation Measures G.1 a-c and G.2 contained in the Beringer EIR will reduce such impacts to a less-than-significant level. There are no new or more significant impacts beyond those analyzed in the Beringer EIR with regard to Native American, archeological paleontological or human remains.

## 6. Geology and Soils

### Environmental Setting

The project site is described in the 2001 Beringer EIR as being a gently sloping alluvial fan radiating westward from uplands to the east. The estimated cross slope is approximately one percent. Estimated topographic elevations range from 20 feet above sea level along the western boundary to approximately 50 feet above sea level along the eastern border near the railroad tracks.

*Geology and soils.* The Project site and larger region is located within the Coast Ranges geomorphic province. The Coast Ranges are composed of marine sedimentary and volcanic rock. Site soils are composed of Clear Lake Series, typically found on level alluvial fans and flood plains formed in recent alluvium.

*Seismicity.* The Napa Valley contains both active and potentially active faults, many near the site. These include the West Napa, San Andreas, Rodgers Creek and Hayward Faults. Other minor faults in the region include the Soda Creek and Carneros Faults. The project site is located approximately 1,000 feet east of the West Napa Alquist-Priolo Earthquake Fault Zone.

*Seismic hazards.* The site and the larger region are subject to groundshaking as a result of a moderate to severe earthquake on a nearby fault. Although the risk is low, the project site could be subject to surface rupture during a seismic event. A related seismic hazard would be earthquake induced soil settlement during a seismic event. This hazard generally occurs on soil types characterized by artificial fill, unconsolidated alluvial settlements and areas with improperly compacted fill.

The risk of liquefaction on the site, which is a loss of soil strength and consequent soil failure during a seismic event, is considered low based on information contained in the 2001 Beringer EIR.

#### Beringer EIR

The Beringer EIR identified a number of impacts and mitigation measures related to soils and geology. These include:

- Impact J.1 identified a significant impact related to injury of persons at the site due to structural damage, collapse or falling of facility structures. Groundshaking could expose persons or property to seismic-related hazards, including localized liquefaction, ground failure and seismically induced settlement. Adherence to Mitigation Measure J.1 would reduce this impact to a less-than-significant level by requiring adherence to construction recommendations of the project geotechnical engineer and adherence to applicable seismic building codes.
- Impact J.2 notes that project facilities could be damaged by surface fault rupture. This is identified as a less-than-significant impact and no mitigation is included in the EIR.
- Impact J.3 found that construction allowed under the project could be subjected to geological hazards related to expansive soils, settlement and corrosivity. Adherence to Mitigation Measure J.3a would reduce this impact to a less-than-significant level by requiring future construction to adhere to recommendations of the project geotechnical engineer and applicable building codes enforced by Napa County. Mitigation Measure J.3b would also reduce this impact to a less-than-significant level by requiring additional soil testing to determine any corrosivity of the soil.

The Project will be required to adhere to these mitigation measures.

#### Project Impacts

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
<i>Would the proposal:</i>				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as				

delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?				X
b. Result in substantial soil erosion or the loss of topsoil?			X	
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X

### Discussion

- a) *Expose people or structures to potential substantial adverse impacts, including loss, injury or death related to ground rupture, seismic ground shaking, ground failure, or landslides?* The potential for impacts related to ground-based seismic hazards, specifically severe ground shaking, ground rupture or other ground failure was addressed in the 2001 Beringer EIR (Impacts J.1 and J.2) and adherence to Mitigation Measure J.1 reduced these impacts to a less-than-significant level. To comply with this mitigation measure, a site-specific soils and geology report will be required, for the Project to identify specific construction methods that will reduce impacts related to ground rupture, ground shaking and ground failure to a less-than-significant level. There would be no new or more significant seismic impacts than those analyzed in the 2001 Beringer EIR.
  - b) *Is the site subject to substantial erosion and/or the loss of topsoil?* Refer to Hydrology section 8a for a discussion of this topic.
  - c,d) *Is the site located on soil that is unstable or expansive or may result in potential lateral spreading, subsidence, liquefaction, landslide or collapse?* The 2001 Beringer EIR noted Impact J.3, expansive soils and the potential for settlement on the site. The Beringer EIR determined that with adherence to Mitigation Measure J.3a and J.3b, impacts related to unstable and expansive soils, including settlement, liquefaction and similar hazards would be less-than-significant. With adherence to these and other soil and geology mitigation measures contained in the 2001 Beringer EIR, there would be no new or more significant impacts with regard to this topic than were analyzed in the 2001 Beringer EIR.
- Since the Project site is generally flat, no impacts are anticipated with regard to landslide hazard.
- e) *Have soils incapable of supporting on-site septic tanks if sewers are not available?* The project would be connected to sewer service provided by the City of American Canyon and a will-serve-letter has been obtained. There are no impacts with respect to septic systems.

## 7. Hazards and Hazardous Materials

### Beringer EIR

The Initial Study prepared for the Beringer project contained in the Appendix of the Beringer EIR (Chapter VIII) found that no potentially significant impacts would occur with regard to hazardous materials. No mitigation measures were, therefore, included in the Beringer EIR.

In terms of public safety, the 2001 Beringer EIR addressed possible impacts of the Beringer facility with regard to operations from the Napa County Airport, located just north of the Project site.

Pursuant to the Napa County Airport Land Use Compatibility Plan, the Project site is located within Airport Compatibility Zone D. This zone is characterized by moderate

risk of safety incidents, frequent noise intrusion and routine aircraft overflights below 1,000 feet above grade level. Uses permitted in this compatibility zone include pastures, open space, auto parking lots, low-intensity parks, plant nurseries, mini-storage facilities, warehousing and low-intensity light industrial uses, one-story office buildings and small retail uses. The Beringer facility was proposed to be located in the eastern portion of the site, which is encompassed by Compatibility Zone D.

The 2001 Beringer EIR identified two less-than-significant impacts related to airport public safety concerns. Impact H.1 noted that Project operations would result in a risk of exposure to airport-related hazards for people residing or working in the Project area. The EIR found this to be a less-than-significant impact since the Beringer project was located in the eastern portion of the site, away from Compatibility Zone A, and would comply with airport height limitations. Buildings and operations on the site would also be designed to avoid glare and any electrical interference. The western portion of the site, adjacent to Compatibility Zone A, would have been planted in vineyards.

### Project Impacts

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
<i>Would the proposal:</i>				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X

d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fire, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			X	

#### Discussion

- a) *Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?* The proposed Project would involve construction of a wine warehouse facility. No manufacturing or similar activities

would occur on the site that would require transportation, use, handling or disposal of hazardous or potentially hazardous materials. No new or more significant impacts would occur with regard to transport, use, handling or disposal of hazardous materials beyond those analyzed in the Beringer EIR.

- b) *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?* The Project would involve construction of a new wine warehouse facility that would not involve uses or activities that would release hazardous materials into the environment. Therefore, no new or more significant impact would therefore occur with regard to release of hazardous materials into the environment beyond those analyzed in the Beringer EIR.
- c) *Emit hazardous materials or handle hazardous materials or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?* No public schools exist or are planned within one-quarter mile of the Project site since the surrounding area is planned and zoned for industrial land uses that would not permit public schools.
- d) *Is the site listed as a hazardous materials site?* The Project site is not listed by the State of California Department of Toxic Substances Control as an identified hazardous site as of September 12, 2008. There are no new or more significant impacts with regard to this topic than were analyzed in the 2001 Beringer EIR.
- e,f) *Is the site located within an airport land use plan of a public airport or private airstrip?* The Project Site is immediately south of the Napa County Airport. As identified in the Environmental Setting section above, the developed portion of the Project Site would be located within Airport Compatibility Zone D which permits warehousing. A small portion of the westernmost edge of the remainder parcel is located within Compatibility Zone A. The proposed warehouse use would also be consistent with the land use designation of the Airport Area Industrial Specific Plan and the site's zoning classification. Therefore, the proposed use would be consistent with the applicable land use plan for the area. The final location and height of the proposed structure on the Project site will be required to be determined to be consistent with the Airport Land Use Compatibility Plan and the County's Airport Safety Ordinance. The Beringer EIR analyzed the potential impacts of maintaining outdoor wastewater ponds on the site that could attract birds and increase potential aircraft-bird strike impacts. The Project does not propose ponds and no impacts are therefore anticipated with regard to aircraft-bird strike impacts.
- g) *Interference with an emergency response or evacuation plan?* The proposed Project would include construction on private industrial land. No emergency evacuation plan would be affected since no public or private roadways would be blocked. No impact would therefore result.
- h) *Expose people and structures to a significant risk of loss, injury or death involving wildland fires or where residences are intermixed with wildlands?* The Project area is



located in a substantially urbanized portion of Napa County area, although the westerly portion of the site and properties east of the site are undeveloped. Although there is a risk of wildfire, the proposed Project will be reviewed by the Napa County Fire Department to ensure that adequate vehicular access is provided for emergency vehicles, that adequate water supply and pressure is provided to meet fire-fighting needs and that construction meets California Building Code fire requirements. No new impacts are therefore anticipated beyond those analyzed in the Beringer EIR.

## 8. Hydrology and Water Quality

### Environmental Setting

The Project is located within the San Pablo Basin, as identified by the San Francisco Bay Regional Water Quality Control Board. Surface runoff from this portion of Napa County flow into San Pablo Bay, which is a part of the larger San Francisco Bay.

#### *Local surface water*

Local bodies of surface water include:

- The Napa River, which drains a large portion of Napa County and flows southerly into San Pablo Bay west of the Project site;
- Fagan Slough, also known as the Fagan Marsh Ecological Reserve is a 320-acre area located northwest of the Project site and west of the Napa County Airport;
- An un-named (No-Name) creek flows in an northwestern direction through a portion of the western portion of the Project site, emptying into Fagan Slough.

#### *Existing drainage facilities*

As an undeveloped site, no formally constructed drainage facilities exist on the Project site. Drainage is by sheet flow over the site depositing stormwater into the No Name creek.

#### *Surface water quality*

Water quality in California is regulated by the U.S. Environmental Protection Agency's National Pollution Discharge Elimination System (NPDES), which controls the discharge of pollutants to water bodies from point and non-point sources. In the San Francisco Bay area, this program is administered by the San Francisco Bay Regional Water Quality Control Board (RWQCB).

Napa County has local jurisdiction concerning water quality and hydrographic modification of the site. The recently updated Conservation Element of the Napa County General Plan contains a number of goals and policies stating the intent of the County to reduce or eliminate groundwater and surface water contamination (Goal CON-8) and controlling urban and rural stormwater runoff (Goal CON-9). Specific policies are also contained in the Conservation Element to implement these goals.

### *Flooding*

The Project site lies largely outside of a 100-year flood hazard area as mapped by the Federal Emergency Management Agency (FEMA). The one exception is a small portion of the site located in the western portion of the site.

### Beringer EIR

The Beringer EIR identified the following impacts and mitigation measures with regard to hydrology and water quality.

- Impact E.1 noted potentially significant impacts with regard to operation of the Project that could increase the amount of nonpoint source pollution entering the drainage system and therefore entering into local water resources. Adherence to a number of mitigation measures would reduce these impacts to a less-than-significant level. These include Mitigation Measure E.1a that requires treatment of winery wastewater, Mitigation Measure E.1b requires a 50-foot wide setback from the un-named creek on the site that will encourage growth of a protective riparian cover, Mitigation Measure E.1c requires the project sponsor to collect stormwater from parking areas and route this runoff through vegetated drainage swales and detention basins prior to discharge into creeks and other drainage ditches; and Mitigation Measure E.1d requires the Project sponsor to develop and implement pesticide and fertilizer management plans.
- Impact E.2 noted that operation of the Project that would increase the amount of local stormwater volume due to an increase in impervious surface. There could also be soil erosion and local flooding at discharge points and in downstream area. Mitigation Measure E.2a requires the Project sponsor to use Best Management Practices in the design and installation of the stormwater drainage system and discharge points to reduce the risk of localized flooding and soil erosion. Mitigation Measure E.2b restricts irrigation on the 120-acre vineyard area of the site. Adherence to these measure will reduce Impact E.2 to a less-than-significant level.
- Impact E.3 noted a beneficial impact associated with the growth of a health riparian corridor along the un-named creek that would improve water quality. No mitigation measure was required.
- Impact E.4 identified an impact with regard to increased levels of erosion and sedimentation with subsequent impacts to water quality during construction. Also, release of fuels or other hazardous materials associated with Project construction could impact water quality. Two mitigation measures would reduce this impact to a less-than-significant level: Mitigation Measure E.4a requires the Project sponsor to prepare a Storm Water Pollution Prevention Plan for areas disturbed by construction and Mitigation Measure E.4b requires a 50-foot wide setback from the un-named creek and on-site wetland restoration on the site.
- Impact E.5 identified an impact with regard to increased erosion and sedimentation from construction of vineyards (no longer applicable) and landscaped areas, with subsequent impacts to water quality and/or storm drain

capacity. Two mitigation measures were included to reduce this impact to a less-than-significant level: Mitigation Measure E.5a requires the vineyard portion of the site to be graded to reduce side slopes and, if this is not possible, to plant rows to follow the contour of site topography and Mitigation Measure E.5b requires the promotion and improvement of the vineyard understory.

These mitigation measures, as applicable, continue to apply to the Project..

The Project is also subject to the requirements under NPDES/SWPPP regulations.

Project Impacts:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
<i>Would the proposal:</i>				
a. Violate any water quality standards or waste discharge requirements?			X	
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level?				X
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on-or off-site?			X	
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result			X	

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
in flooding on-or off-site?				
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f. Otherwise substantially degrade water quality?			X	
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X	
j. Inundation by seiche, tsunami, or mudflow?				X

#### Discussion

- a) *Violate any water quality standards or waste discharge requirements?* Approval and construction of the proposed Project would add impervious surfaces to the site that would increase the amount of stormwater runoff and potentially degrade water quality. This impact was analyzed in the Beringer EIR as Impacts E.1, E.2 and E.3 and, with adherence to Mitigation Measures E.1a, E.1b, E.1c, E.1d, E.2a and E.4a, this impact was reduced to a less-than-significant level.

Therefore, no new or more significant impacts with regard to water quality standards have been identified in this Initial Study than was analyzed in the Beringer EIR.

- b) *Substantially deplete groundwater recharge areas or lowering of water table?* No impacts are anticipated with regard to depletion of groundwater resources, since the proposed water source for this Project would rely on surface water supplies from the City of American Canyon and not on local groundwater supplies. A will-serve letter has already been secured. No local wells would be used to supply water to the proposed Project. The Project site is not designated as a groundwater recharge area as part of the Napa County General Plan or Airport Industrial Area Specific Plan. Therefore, no new or more significant impacts with regard to groundwater recharge areas or lowering of the water table are anticipated beyond those analyzed in the Beringer EIR.
- c) *Substantially alter drainage patterns, including streambed courses such that substantial siltation or erosion would occur?* Although new impervious surfaces would be added to the Project site to accommodate new structures, roadways, driveways and similar surfaces, this impact was analyzed in the 2001 Beringer EIR (see Impacts E.2, E.4 and E.5).

The Project proposes approximately 39.61 acres of development to serve a single warehouse project. Approximately 31.15 acres of this development would consist of impervious surfaces as a result of parking, building and driveways. The Beringer project, as a comparison, proposed approximately 79.96 acres of development and four separate buildings. Of this, approximately 62.08 acres of the earlier Beringer development were proposed as impervious surfaces. The Napa Commerce Center Project is approximately one-half the size of the Beringer project and, therefore, represents a decrease in the amount of impervious surface when compared to the former Beringer project on this site.

With adherence to Mitigation Measure E.2a, this impact was reduced to a less-than-significant level.

No new or more significant impacts with regard to this topic are anticipated over what was analyzed under the 2001 Beringer EIR.

- d,e) *Substantially alter drainage patterns, substantially increase surface water runoff that would result in flooding, either on or off the project site, create stormwater runoff that would exceed the capacity of drainage systems or add substantial amounts of polluted runoff?* Improvements associated with the proposed Project would change existing drainage patterns and could result in localized flooding on the site. Impact E.2 analyzed this topic. Mitigation Measures E.2a, E.4a, and E.4b, were included in the 2001 Beringer EIR to reduce this impact to a less-than-significant level. No new or more significant impacts have been identified in this Initial Study regarding drainage patterns and runoff than were analyzed in the 2001 Beringer EIR.

- f) *Substantially degrade water quality?* This issue has been addressed above in item “a.”
- g) *Place housing within a 100-year flood hazard area as mapped by a Flood Insurance Rate Map?* The development portion of the Project site lies outside of the 100-year flood plain and no impacts would occur with regard to this topic. In addition, no housing would be constructed as part of the Project.
- h, i) *Place within a 100-year flood hazard boundary structures that impede or redirect flood flow, including dam failures?* Refer to item “g,” above. No impacts with regard to hazards from dam failure were identified in the 2001 Beringer EIR.
- j) *Result in inundation by seiche, tsunami or mudflows?* The Project area is located inland from San Pablo Bay and other major bodies of water that may be impacted by a tsunami or seiche. The site is also generally flat and no significant hillside areas are located on or adjacent to the site. No impacts are anticipated with regard to these topics.

## 9. Land Use and Planning

### Environmental Setting

#### *Land use*

The Project site is currently used for agriculture-related purposes, including cattle grazing. Existing structures on the site include a small, older barn (described in Section 1 of this Initial Study, Aesthetics) and an older water tank. Two eucalyptus trees grow on the site.

#### *Surrounding land uses*

The Napa County Airport exists north of the Project site. Properties east of the site include a solid waste transfer station and other industrial uses. Properties to the south and west of the Site are vacant.

#### *Regulatory framework*

Land use and development of the site is governed by the following land use regulatory documents.

Napa County General Plan. The Napa County Board of Supervisors recently adopted an updated General Plan to govern the use of lands within the unincorporated portion of Napa County. The Land Use Element of the General Plan establishes standards regarding the density and intensity of land use for various land use classifications.

The Land Use Map designates the Project site for Industrial development.

Napa County Airport Industrial Area Specific Plan. In 1986, the County adopted the Airport Industrial Area Specific Plan to govern the development of approximately 2,725 acres of land generally located west and south of the Napa County Airport. The Specific

Plan has been amended several times since its initial approval, the last update occurring in 2004.

The Specific Plan designates the Project site as "Business/Industrial Park." This designation is intended to provide areas for modern, non-nuisance light industrial and office uses that are compatible with each other and surrounding uses. The use of warehousing is a specifically permitted use within the Specific Plan. See AIASP V.B.2(d).

Napa County Airport Land Use Compatibility Plan. This Plan, also known as the (ALUCP) establishes policies and criteria used by the Napa County Airport Land Use Commission in evaluating development plans in the southern portion of Napa County to ensure compatibility between proposed uses and airport safety issues.

Napa County Zoning Ordinance. The Project site is zoned as "Industrial Park: Airport Compatibility (IP:AC)." This district is intended to provide areas for modern light industrial uses consistent with each other and surrounding uses. Napa County Code Section 18.40.020 (B)(5) allows wine warehouses in the IP district upon grant of a use permit.

### Project Impacts

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
<i>Would the proposal:</i>				
a. Physically divide an established community?				X
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

### Discussion

- a) *Physically divide an established community?* The Project site is largely vacant and the surrounding areas are developed for industrial uses or are vacant. There are no dwellings or residents on the site. No impact regarding division of an existing established community would therefore occur should the Project be approved.
- b) *Conflict with any applicable land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect?* The proposed Project is consistent with land use designations and applicable goals and policies of the Napa County General Plan, the Napa County Airport Specific Plan and other applicable land use regulatory documents. There are no new or more significant impacts associated with land use planning impacts beyond those analyzed in the Beringer EIR.
- c) *Conflict with a habitat conservation plan or natural community conservation plan?* The Project site is not located within a habitat conservation plan area or natural community conservation plan area. See section 4 "f" of this Initial Study. There are no impacts with regard to this Project.

## **10. Mineral Resources**

### Environmental Setting

The Conservation Element of the Napa County General Plan does not identify the presence of significant mineral deposits in the Project area. The General Plan states that despite some historic mining activities, the geologic opportunities for future mineral extraction in Napa County are not clearly known, and state mineral resource zone (MRZ) maps do not exist for the bulk of the County



## Project Impacts

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
<i>Would the proposal:</i>				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				X

## Project Impacts

a, b) *Result in the loss of availability of regionally or locally significant mineral resources?*  
Neither the 2001 Beringer EIR nor the Napa County General Plan provide any evidence of significant deposits of minerals exist in the Project area, so no impacts would occur

## 11. Noise

### Environmental Setting

"Noise" is generally defined as a sound or series of sounds that are intrusive, irritating, objectionable and/or disruptive to daily life. Noise is primarily a concern with regard to noise sensitive land uses such as residences, schools, churches and hospitals.

### Beringer EIR

The Initial Study for the Beringer Wine Estates EIR (Chapter VIII of the 2001 Beringer EIR) found that noise impacts of the proposed Project would be less-than-significant and the topic of noise was not further analyzed in the EIR.

## Project Impacts

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
<i>Would the proposal:</i>				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				X
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				X
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				X
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise			X	

levels?

- f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

			X

### Discussion

- a) *Would the project expose persons or generate noise levels in excess of standards established by the General Plan or other applicable standard?* Based on analysis contained in the Initial Study for the 2001 Beringer EIR, approval and construction of the proposed Project would not expose future employees or visitors to the site to excessive levels of noise. No new or more significant impacts would result with regard to noise generation than were previously analyzed.
- b) *Exposure of people to excessive groundborne vibration or groundborne noise levels?* The proposed Project would include normal construction methods and techniques typical of a single story industrial building. The proposed use of the building would only include storage operations that would not result in significant groundborne vibration levels, so no impacts are anticipated with regard to vibration. No new or more significant impacts would result with regard to vibration than were previously analyzed.
- c) *Substantial permanent increases in ambient noise levels?* The 2001 Beringer EIR found that there would be a less-than-significant impact with respect to substantial increases in permanent ambient noise levels associated with the Beringer facility. Since the proposed Napa Commerce Project would not include any wine production operations, the Project would generate less noise than the previously approved facility. No new or more significant impacts would result than were previously analyzed.
- d) *Substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels without the project?* Construction of the proposed Project would generate temporary construction noise related to site grading, construction of roadway improvements, including the elevated Devlin Road extension, and construction of the main building. Since there are no sensitive noise receptors in the vicinity of the Project site, including but not limited to residences, schools or parks, no impacts would occur. No new or more significant impacts have been identified in this Initial Study regarding construction noise increases than were previously analyzed.
- e, f) *For a project located within an airport land use plan or private airstrip, would the project expose people to excessive noise levels?* The Project site is located south of the Napa County Airport. Although the site would be subject to noise from aircraft

overflights the industrial nature of the area and substantially indoor uses would avoid exposing people to excessive noise from the airport.

## **12. Population and Housing**

### Environmental Setting

The 2001 Beringer EIR included a summary of population, number of households, employment and jobs/housing linkage conditions in Napa County as of 2001. The estimated population of Napa County in 2001, when the EIR was prepared, was 127,600 and the EIR estimated the population in 2010 to be 141,900, an increase of 1.1% per year. The California Department of Finance estimates that the population of the county in 2008 is 136,704, which is slightly below the levels estimated in 2001.

### Beringer EIR

The Beringer EIR identified less-than-significant or a beneficial impacts with respect to the creation of new jobs in the County that would have the potential to increase demands for housing units (Impact K.1) and the Project could induce future development in the Airport Industrial Park or the region

## Project Impacts

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
<i>Would the proposal:</i>				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

## Discussion

- a) *Induce substantial population growth in an area, either directly or indirectly?* The 2001 Beringer EIR notes that the type and intensity of development for the previous land use on the site was the type of use envisioned in the County's Airport Area Specific Plan. Utilities that would serve the proposed Beringer facility would be sized to accommodate only the Beringer facility, so this impact would be less-than-significant.

The proposed Napa Commerce Center represents the same general type of land use on the site that is permitted in the Airport Area Specific Plan. Water and sewer utilities to the Project site would be sized only to accommodate this proposed use.

With respect to the Project's secondary impact caused by the number of new jobs which would induce housing growth in Napa County, the 2001 Beringer EIR found this to be a less-than-significant impact. The number of estimated employees

to staff the then-proposed Beringer facility would have represented less than 0.4 percent of the number of jobs in Napa County (2000) and would have decreased to 0.3 percent in 2002, based on projections published by the Association of Bay Area Governments (ABAG). The Beringer project proposed a total of 231 full time and 30 part time employees. 100 full time employees are expected to work at the Project.

Therefore, there would be no new or more significant impacts with regard to population growth than were analyzed in the 2001 Beringer EIR.

- b,c) *Would the project displace substantial numbers of existing housing units or people?* The Project site is vacant and no housing units or people would be displaced.

### 13. Public Services

#### Environmental Setting

The following provide essential services to Napa County:

- Fire Protection. Fire protection services are provided by the California Department of Forestry and Fire Protection, under contract to Napa County. The Department provides fire suppression, fire prevention, education, building plan check and inspection services and hazardous material control. The nearest station is Station No. 27, the Greenwood Ranch Fire Station, located at 1555 Airport Drive at Napa County Airport.
- Emergency Medical Response: Napa County contracts with Piner's Ambulance to provide ambulance and paramedic services to the unincorporated portion of the County.
- Police Protection: Police and security protection is provided by the Napa County Sheriff's Department, headquartered at 1535 Airport Drive, Napa.
- Maintenance. Maintenance of streets, roads and other governmental facilities is the responsibility of the County of Napa.

#### Beringer EIR

The 2001 Beringer EIR contains the following impacts regarding public services:

- Impact I.1 identified a less-than-significant impact with regard to fire protection and emergency medical services to the Project site. The EIR noted that the proposed Project will be required to adhere to building and fire codes in effect at the time a building permit is requested. The close proximity of the site to the County's Greenwood Ranch Station was also a factor in determining the impact to be less-than-significant. The EIR also noted that as a condition of receiving water from the City of American Canyon, the Project site would be required to annex to the American Canyon Fire Protection District. The EIR noted that the

American Canyon Fire Protection District has two stations within a 2.5-mile radius of the site.

- Impact I.2 noted a less-than-significant impact related to an increased demand for police services to serve the proposed Project. The Project sponsor, Beringer Wine Estates, would provide a 24-hour staffed security gate with the remainder of the site being fenced. This would result in a minimal demand for police response to the site. The 2001 Beringer EIR also notes that should the Project site be annexed into the City of American Canyon, the City could provide adequate service and this would result in a less-than-significant impact.
- Impact I.3 noted a less-than-significant impact with regard to increases in road maintenance service and maintenance of the railroad crossing. Proposed road improvements and the proposed Devlin Road would be designed and constructed to Napa County engineering standards to minimize the need for future maintenance.
- Impact I.6 identified a potentially significant impact with regard to causing a substantial increase in solid waste generation that could impact Napa County's solid waste source reduction and recycling rates. Adherence to Mitigation Measure I.6 would reduce this impact to a less-than-significant level by requiring the Project sponsor to provide adequate space for storage of recyclables and compostable materials as well as adequate loading space to accommodate the County's recycling program.

### Project Impacts

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
<i>Would the proposal:</i>				
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios,				

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
response times or other performance objectives for any of the public services:				
Fire protection?			X	
Police protection?			X	
Schools?				X
Parks?				X
Other public facilities?			X	

### Discussion

- a) *Fire protection?* The proposed Project would result in fewer impacts than the previously approved Beringer project since the buildings would be smaller (approximately 646,000 v. 1,424,000 square feet) and would not involve wine production or similar industrial processes as were approved for the Beringer facility. The Napa Commerce Center facility would continue to be served by either the Napa County Fire Department or the American Canyon Fire Protection District if the site is annexed into the District. No new or more significant impacts with regard to fire protection than those analyzed in the 2001 Beringer EIR have been identified.
- b) *Police protection?* Similar to fire protection, the proposed Project would continue to receive police and security service from the Napa County Sheriff's Department. Since the preparation of the Beringer EIR the County has constructed a new sheriff's main office on Airport Boulevard which is closer to the Project site than the former sheriff's building.

No new or more significant impacts with regard to police service than those analyzed in the 2001 Beringer EIR have been identified.

- c) *Schools?* There would be no impacts to school facilities since the proposed Project would not include a residential component.
- d) *Other governmental services, including maintenance of public facilities?* Similar to the previous Project, improvements constructed as part of the proposed Napa Commerce Center would be constructed to current Napa County engineering design standards, California Building Code requirements and other applicable standards to ensure that no impact would result with respect to maintenance impacts.



- e) *Solid waste generation?* Although it is likely that the proposed Project would generate lower quantities of solid waste and recyclables than the previously approved project, since no industrial processes would be undertaken on the site, the Project will be required to adhere to Mitigation Measure I.6 set forth in the 2001 Beringer EIR to reduce impacts of solid waste generation to a less-than-significant level

## 14. Recreation

### Environmental Setting

The Project site is currently vacant and contains no local or regional parks.

### Beringer EIR

The Initial Study included in the Appendix of the 2001 Beringer EIR notes that no impact would result to local parks, regional parks or recreational facilities should the proposed Project be approved and constructed.

### Project Impacts

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
<i>Would the proposal:</i>				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

### Discussion

a,b) *Would the project increase the use of existing neighborhood or regional parks and does s the project include recreational facilities or require the construction of recreational facilities?*

Similar to the previous project, the proposed Napa Commerce Center would not include a residential component that would generate additional demand for local and regional parks. No recreational facilities are included in the proposed Project. Therefore, no new or more significant impacts with regard to the use of parks or recreational facilities would occur beyond those analyzed in the 2001 Beringer EIR.

## 15. Transportation/Traffic

### Environmental Setting

This section of the Initial Study is based on a recent traffic impact analysis of the proposed Project completed by Crane Transportation Group in August 2008. This report is attached to the Initial Study as Appendix 2 and is incorporated by reference into this document.

#### *Local roadways*

Roadways providing access to the site are briefly described below.

The *State Route 29 (S.R.29)* highway runs in a north-south direction between Vallejo and American Canyon to the south, and the City of Napa and other Napa County communities to the north. In the project site vicinity it has two travel lanes in each direction, separated by a grass and dirt median. It has separate left turn lanes at its signalized intersection with South Kelly Road and separate left and right turn lanes at its signalized intersections with Airport Boulevard/Jameson Canyon Road (S.R.12).<sup>4</sup> The posted speed limit in the site vicinity is 55 miles per hour in both directions. S.R.29 is also designated S.R.12 north of Jameson Canyon Road.

*South Kelly Road* is a 34-foot-wide, two-lane roadway with narrow shoulders from Devlin Road to S.R.29. The west leg of the Devlin Road/South Kelly Road intersection is the entrance/exit to a Waste Transfer Station. South Kelly Road continues east and north of S.R.29 to Jameson Canyon Road and changes names to North Kelly Road to the north of Jameson Canyon Road.

*Devlin Road* is a 48-foot-wide, three-lane roadway that extends south of Tower Road (an east-west roadway within the Airport Industrial Park) about one half mile to a dead-end at South Kelly Road. It has one lane in each direction and a center two-way left turn lane that transitions to an exclusive left turn lane at the Tower Road and South Kelly Road intersections. Numerous businesses front or have access to Devlin Road. Devlin Road is planned to eventually be extended as a north-south three- to four-lane arterial roadway through the Airport Industrial Park between Soscol Ferry Road and Green Island Road (see Planned Improvements, below).

#### *Traffic counts*

Traffic counts were conducted by Crane Transportation Group at the following Napa County locations in May 2007.

---

<sup>4</sup> Southbound S.R.29 at the Airport Boulevard intersection has *two* left turn lanes.

- S.R.12-29/Jameson Canyon Road (S.R.12)/ Airport Boulevard: May 23, 2007
- Jameson Canyon Road (S.R.12)/North Kelly Road-South Kelly Road: May 22, 2007
- S.R.29/South Kelly Road: May 23, 2007
- S.R.29/Tower Road: May 23, 2007 (count required in order to provide complete traffic distribution pattern from area jointly served by Tower Road and South Kelly Road)

American Canyon traffic counts for the S.R.29 hook ramp connections with Green Island Road and Paoli Loop Road as well as the Napa Junction Road intersection were obtained from the City of American Canyon traffic consultant (Omni Means) and are from 2005. AM and PM peak hour traffic volumes at all locations are presented in Figures 4 and 5, respectively of the full traffic analysis.

During the AM peak hour, the two-way traffic volume on South Kelly Road between S.R.29 and Devlin Road was about 205 vehicles per hour (vph). During the same time period, two-way volumes on S.R.29 just north and south of South Kelly Road were about 3,490 vph and 4,125 vph, respectively.

During the PM peak hour, the two-way traffic volume on South Kelly Road between S.R.29 and Devlin Road was 250 vph. For the same time period, two-way volumes on S.R.29 just north and south of South Kelly Road were 3,935 vph and 4,110 vph, respectively.

#### *Intersection operation*

Analysis methodology. Transportation engineers and planners commonly use a grading system called level of service (LOS) to measure and describe the operational status of the local roadway network. LOS is a description of the quality of a roadway facility's operation, ranging from LOS A (indicating free-flow traffic conditions with little or no delay) to LOS F (representing oversaturated conditions where traffic flows exceed design capacity, resulting in long queues and delays). Intersections, rather than roadway segments between intersections, are almost always the capacity controlling locations for any circulation system.

Signalized Intersections. For signalized intersections, the 2000 *Highway Capacity Manual* (Transportation Research Board, National Research Council) methodology was utilized. With this methodology, operations are defined by the level of service and average control delay per vehicle (measured in seconds) for the entire intersection. For a signalized intersection, control delay is the portion of the total delay attributed to traffic signal operation. This includes delay associated with deceleration, acceleration, stopping, and moving up in the queue. Table 1 summarizes the relationship between delay and LOS for signalized intersections.

Unsignalized Intersections. For unsignalized (all-way stop-controlled and side-street stop-controlled) intersections, the 2000 *Highway Capacity Manual* (Transportation Research Board, National Research Council) methodology for unsignalized

intersections was utilized. For side-street stop-controlled intersections, operations are defined by the level of service and average control delay per vehicle (measured in seconds), with delay typically represented for the stop sign controlled approaches or turn movements. For all-way stop-controlled intersections, operations are defined by the average control delay for the entire intersection (measured in seconds per vehicle). The delay at an unsignalized intersection incorporates delay associated with deceleration, acceleration, stopping, and moving up in the queue. Table 3 summarizes the relationship between delay and LOS for unsignalized intersections.

**Table 3. Signalized Intersection LOS Criteria**

Level of Service	Description	Average Control Delay (Seconds Per Vehicle)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	< 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and/or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	> 80.0

Source: 2000 Highway Capacity Manual (Transportation Research Board, 2000).

Table 4. Unsignalized Intersection LOS Criteria

Level of Service	DESCRIPTION	Average Control Delay (Seconds Per Vehicle)
A	Little or no delays	< 10.0
B	Short traffic delays	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays with intersection capacity exceeded (for an all-way stop), or with approach/ turn movement capacity exceeded (for a side street stop controlled intersection)	> 50.0

Source: 2000 Highway Capacity Manual (Transportation Research Board, 2000).

*Minimum acceptable traffic operations.*

The following standards have been used in this analysis

County of Napa. Based upon criteria established in the County's 2008 General Plan, LOS D is the poorest acceptable operation during peak traffic periods at the signalized intersections analyzed within Specific Plan Area for this study.

City of American Canyon. The City of American Canyon uses LOS D as the poorest acceptable operation at signalized or unsignalized intersections.

*Existing operations*

Tables 5 and 6 show existing operation at analyzed intersections for AM and PM peak hour conditions, respectively. As shown, all intersections are operating at LOS D or better during the AM and PM peak hours. This result includes the recently completed (September 2007) signalization of the S.R.29/Napa Junction Road intersection.

Table 5. Intersection AM Peak Hour LOS

LOCATION	EXISTING	YEAR 2010		YEAR 2030	
		BASE CASE	BASE CASE + PROJECT	BASE CASE	BASE CASE + PROJECT
S.R.29/Jameson Canyon Rd.(S.R.12)/ Airport Blvd. (Signal)	C-33.3 <sup>(1)</sup>	E-62.3	E-63.9		
Jameson Canyon Rd. (S.R.12)/ North Kelly Rd./South Kelly Rd. (Signal)	C-30.2 <sup>(1)</sup>	D-43.3	D-43.3	C-27.6	C-28.9
S.R.29/South Kelly Rd. (Signal)	B-17.4 <sup>(1)</sup>	C-30.2	C-31.1	C-27.6	C-33.0
S.R.29/Napa Junction Rd. (Signal)	C-30.7 <sup>(1)</sup>	E-68.2 <sup>(1)</sup>	E-70.8	C-30.1	C-30.1
<b>YEAR 2030</b>					
Diamond Interchange at S.R.12-29/Jameson Canyon Rd.					
Airport Blvd./S.R.12-29 Southbound On-Off Ramps (Signal)				B-13.6 <sup>(1)</sup>	B-14.2
Jameson Canyon Rd (S.R.12)/S.R.12-29 Northbound On-Off Ramps (Signal)				D-47.4 <sup>(1)</sup>	D-47.4
S.R.29/Green Island Rd./Newell Rd. (Signal)				C-23.3 <sup>(1)</sup>	C-24.0

(1) Signalized level of service – average control delay in seconds.

(2) Side Street Stop Sign controlled level of service – average delay in seconds – eastbound approach/westbound approach.

Year 2000 Highway Capacity Manual Analysis Methodology

Source: Crane Transportation Group

Table 6. Intersection PM Peak Hour LOS

LOCATION	EXISTING	YEAR 2010		YEAR 2030	
		BASE CASE	BASE CASE + PROJECT	BASE CASE	BASE CASE + PROJECT
S.R.29/Jameson Canyon Rd.(S.R.12)/ Airport Blvd. (Signal)	D-31.8 <sup>(1)</sup>	D-47.4	D-50.6		
Jameson Canyon Rd. (S.R.12)/ North Kelly Rd./South Kelly Rd. (Signal)	B-16.6 <sup>(1)</sup>	B-19.3	B-19.3	B-18.9	B-19.5
S.R.29/South Kelly Rd. (Signal)	D-38.3 <sup>(1)</sup>	E-69.7	E-71.4	D-41.7	D-45.2
S.R.29/Napa Junction Rd. (Signal)	C-25.5 <sup>(1)</sup>	D-47.2 <sup>(1)</sup>	D-48.4	D-50.7	D-51.0
<b>YEAR 2030</b>					
Diamond Interchange at S.R.12-29/Jameson Canyon Rd.					
Airport Blvd./S.R.12-29 Southbound On-Off Ramps (Signal)				C-22.6 <sup>(1)</sup>	C-22.9
Jameson Canyon Rd (S.R.12)/S.R.12-29 Northbound On-Off Ramps (Signal)				D-35.8 <sup>(1)</sup>	D-35.8
S.R.29/Green Island Rd./Newell Rd. (Signal)				D-54.9 <sup>(1)</sup>	E-55.2

<sup>(1)</sup> Signalized level of service – average control delay in seconds.

<sup>(2)</sup> Side Street Stop Sign controlled level of service – average delay in seconds – eastbound approach/westbound approach.

Year 2000 Highway Capacity Manual Analysis Methodology

Source: Crane Transportation Group

*Merge analysis at SR 29/Green Island Road and SR 29/Paoli Loop Road*

Methodology. On-ramp merge operation from the Green Island Road and Paoli Loop Road Hook Ramps to S.R.29 has been evaluated using planning level methodology contained in the *Year 2000 Highway Capacity Manual*. Level of service is dependent upon both vehicle speed as well as vehicle density (in passenger cars per lane per mile) in the merge area.

Minimum Acceptable Operation. Caltrans' Guide for the Preparation of Traffic Impacts Studies (December 2002) is intended to provide a consistent basis for evaluating traffic impacts to state facilities. *Caltrans endeavors to maintain a target LOS at the transition*

between LOS C and LOS D... on state highway facilities; however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS.<sup>5</sup>

Existing operation Table 7 shows that during the AM peak hour the southbound merge to S.R.29 from Green Island Road is currently operating at LOS B, while the northbound merge to S.R.29 from Paoli Loop Road is operating at LOS C. During the PM peak hour, the southbound merge to S.R.29 from Green Island Road is operating at LOS C, while the northbound merge to S.R.29 from Paoli Loop Road is operating at LOS B.

**Table 7. Merge Analysis, SR 29/Green Island Road & SR 29 Paoli Loop Road Hook Ramps**

**AM PEAK HOUR**

LOCATION	EXISTING			YEAR 2010					
				BASE CASE			BASE CASE + PROJECT		
	LOS <sup>(1)</sup>	DENSITY <sup>(2)</sup>	SPEED	LOS	DENSITY	SPEED	LOS	DENSITY	SPEED
Paoli Loop Road to NB S.R.29	C	24.1	57	C	26.8	56	C	27.0	56
Green Island Rd. to SB S.R.29	B	12.0	58	B	14.1	58	B	14.2	58

**PM PEAK HOUR**

LOCATION	EXISTING			YEAR 2010					
				BASE CASE			BASE CASE + PROJECT		
	LOS	DENSITY	SPEED	LOS	DENSITY	SPEED	LOS	DENSITY	SPEED
Paoli Loop Road to NB S.R.29	B	14.0	58	B	15.2	58	B	15.9	58
Green Island Rd. to SB S.R.29	C	24.7	57	C	27.6	56	C	27.8	56

(1) LOS = Level of Service

(2) Density in passenger cars/lane/mile

Year 2000 Highway Capacity Manual Analysis Methodology.  
Compiled by: Crane Transportation Group

*Vehicle queuing-SR 29 Turn Lane approaching South Kelly Road*

Methodology. The Synchro software intersection level of service program has been utilized to obtain the 95th percentile vehicle queuing expected in the left turn lane on

<sup>5</sup> California Department of Transportation, December 2002, *Caltrans Guide for the Preparation of Traffic Impact Studies*.



the northbound S.R.29 approach to South Kelly Road and in the right turn lane on the southbound S.R.29 approach to South Kelly Road.

Minimum acceptable operation. Caltrans requires that the 95th percentile vehicle queuing be contained within the available turn lane storage distance.

Existing operation. May 2007 field observations by Crane Transportation Group at the S.R.29/South Kelly Road intersection showed no queues in the 250-foot-long northbound S.R.29 left turn lane or in the 50-foot-long southbound S.R.29 right turn lane on the approaches to South Kelly Road extending beyond the storage limits of the existing turn lanes. In addition, Table 8 shows that the existing theoretical 95th percentile queuing demand should not be exceeding available storage during either the AM and PM peak traffic hours in either turn lane.

**Table 8. Turn Lane 95th Percentile Queue Lengths—  
SR 29 Approaches to South Kelly Road**

**AM Peak Hour**

	EXISTING	YEAR 2010		YEAR 2030	
		BASE CASE	BASE CASE + PROJECT	BASE CASE	BASE CASE + PROJECT
Northbound S.R.29 Left Turn Lane					
Storage	250'	250'	250'	250'	250'
Demand	136	200	256	265	275
Southbound S.R. Right Turn Lane					
Storage	50'	50'	50'	50'	50'
Demand	13	24	37	51	54

**PM Peak Hour**

	EXISTING	YEAR 2010		YEAR 2030	
		BASE CASE	BASE CASE + PROJECT	BASE CASE	BASE CASE + PROJECT
Northbound S.R.29 Left Turn Lane					
Storage	250'	250'	250'	250'	250'
Demand	82	183	217	93	131
Southbound S.R. Right Turn Lane					
Storage	50'	50'	50'	50'	50'
Demand	8	18	24	33	38

Source: Crane Transportation Group

### *Jameson Canyon Road operating conditions*

Methodology. The year 2000 *Highway Capacity Manual* two-lane highway analysis methodology has been utilized to determine existing peak hour operating conditions of Jameson Canyon Road at the Napa/Solano county line. Input data includes volume levels, directional split of traffic, road and shoulder widths, percent no passing, rolling versus flat terrain and the percent truck and RVs.

Minimum acceptable criteria. The County of Napa has determined that LOS E is the minimum acceptable operation for Jameson Canyon Road (within Napa County).

Existing operation. Table 9 shows that currently, Jameson Canyon Road at the Napa/Solano county line is operating at level of service E (LOS E) conditions during the AM peak hour and at LOS F conditions during the PM peak hour.

**Table 9. Jameson Canyon Road (SR 29) LOS at Napa/Solano County Line**

CONDITION	LEVEL OF SERVICE	
	AM PEAK HOUR	PM PEAK HOUR
Existing (2-Lane, 2-Way Operation)	E	F
Year 2010 (2-Lane, 2-Way Operation)		
Base Case	F	F
Base Case + Project	F	F
Year 2030 (4-Lane Directional Operation)		
Base Case (Eastbound)	B	D
Base Case (Westbound)	D	B
Base Case + Project (Eastbound)	B	D
Base Case + Project (Westbound)	D	B

Year 2000 Highway Capacity Manual Analysis Methodology  
Compiled by: Crane Transportation Group

### *Planned improvements*

#### Near term improvements (to be completed by 2010)

*County of Napa.* There are no near term capacity improvements planned by Napa County or Caltrans along Jameson Canyon Road nor at any of the S.R.29 or S.R.12 intersections within Napa County evaluated for this study.<sup>6</sup> However, South Kelly Road between S.R.29 and Devlin Road will be widened from two to three lanes as part of the Panattoni Phase 1 development. This new lane will be striped midblock as a continuous two-way left turn lane, and as standard left turn pockets on the approaches to S.R.29 and Devlin Road. In addition, right-of-way will be reserved along the south

<sup>6</sup> Mr. John Ponte, Napa County Transportation Planning Agency (April 2008) and Mr. Drew Lander, Napa County Public Works Department (April 2008).

side of South Kelly Road between S.R.29 and Devlin Road for provision of an exclusive right turn lane on the eastbound approach to S.R.29. The Panattoni Phase 2 development will be providing a 200- to 250-foot right turn lane on the eastbound South Kelly Road approach to S.R.29 within this right-of-way.

*City of American Canyon.* Minor geometric improvements are planned at the Green Island Road and Paoli Loop Road connections to S.R.29.<sup>7</sup>

#### Long Term improvements (to be completed by 2030)

*County of Napa.* The Napa County Board of Supervisors has adopted a resolution listing planned improvements for the Airport Industrial Park for local roadways and state highway.<sup>8</sup> New development projects within the Specific Plan area are required to contribute to these improvements according to a mitigation fee schedule tied to PM peak hour vehicle trips generated by new projects. Listed projects that affect roadways analyzed in this report are improvements to Devlin Road (construction of extensions and widenings).

Devlin Road is ultimately planned to be a continuous road between Soscol Ferry Road (on the north) and Green Island Road (on the south). The section between Soscol Ferry Road and Airport Boulevard will ultimately have two travel lanes in each direction separated by a median. The section south of Airport Boulevard will have single travel lanes in each direction and a median continuous turn lane. For new segments of road, the median and travel lanes adjacent to the median (one each direction for the four-lane sections) will be financed through the off-site traffic fee collected from all new developments within the Airport Specific Plan Area. The curb travel lanes will be the financial responsibility of the landowners or subgroup of landowners who front on, or are directly served by, the collector street.<sup>9</sup>

*Caltrans.* A full diamond interchange is planned for the S.R.12-29/Jameson Canyon Road (S.R.12)/ Airport Boulevard intersection. There is no specific date for the interchange improvements at S.R.12-29/Jameson Canyon Road (S.R.12)/ Airport Boulevard, although Caltrans and the Napa County Transportation Planning Agency<sup>10</sup> (NCTPA) both agree that it will be in place before 2030. In addition, Jameson Canyon Road is planned to be widened to a four-lane divided highway between S.R.29 and I-80, with construction to start in 2010 or 2011 and completion by 2013 to 2015.<sup>11</sup>

*City of American Canyon.* S.R.29 widening to three through lanes in each direction through the City of American Canyon has been discussed. However, it is not currently programmed, funded or shown in the regional transportation plan.<sup>12</sup>

---

<sup>7</sup> Omni Means, Inc. (September 2007).

<sup>8</sup> County Board of Supervisors Resolution Number 90-152, adjusted by Resolution Number 98-117, adopting a traffic mitigation fee for new development projects in the Airport Industrial Park Specific Plan.

<sup>9</sup> Mr. Larry Bogner, Napa County Public Works Department (personal communication, July 2005).

<sup>10</sup> Mr. John Ponte (personal communication in April 2008).

<sup>11</sup> Mr. John Ponte (personal communication in April 2008).

<sup>12</sup> Omni Means, Inc.

The Napa County Transportation Authority, County of Napa and American Canyon have developed numerous plans for the potential extension of Flosden Road north of American Canyon Road (named Newell Road) to connect to either S.R.29 (at a variety of locations) or to South Kelly Road (east of S.R.29). For purposes of this study, the Napa County Planning Department has directed that the South County Corridor Study Alternative 5 roadway system (and year 2030 traffic projections) be utilized for long term horizon analysis. Improvements projected to be in place for this alternative are as follows.

- A diamond interchange will be built at the S.R.12-29/Jameson Canyon Road (S.R.12)/ Airport Boulevard intersection.
- Newell Road will extend north of American Canyon Road and intersect S.R.29 opposite Green Island Road. The S.R.29/Green Island Road/Newell Road intersection will be signalized.
- S.R.29 will have three through lanes each direction from the Jameson Canyon intersection to south of the Green Island Road/Newell Road intersection.
- Jameson Canyon Road will be widened to four lanes.

#### *Year 2010 Base Case (without Project)*

Volumes. The Headwaters project is planned to be constructed and occupied by the year 2010. For this reason, year 2010 ambient Base Case (without project) volumes were developed for analysis purposes using a straight line growth projection between existing volumes and year 2030 projections from the County's South County Corridor Alternative 5 Traffic Model. Adjustments were then made to reflect recently approved projects such as the Hanna Court Warehouses in American Canyon as well as the Montalcino and Gateway projects in Napa County, which would add more traffic to select through and turn movements at specific intersections than the straight line growth rate would produce. In addition, traffic from the proposed Panattoni Napa Airport Corporate Center Phases 1 & 2 winery warehousing development (south of South Kelly Road and both east and west of the future southerly extension of Devlin Road) was included in the 2010 Base Case projections. Resultant 2010 Base Case AM and PM peak hour volumes are presented in **Figures 6 and 7**, respectively.

#### Operating conditions and needed improvement

*Intersection operation.* Tables 5 and 6 show year 2010 Base Case (without project) AM and PM peak hour operating conditions at analyzed intersections. As shown, during the AM and PM peak hours all analyzed intersections would be operating at or better than LOS D, with the following exceptions.

##### AM Peak Hour

- S.R.29/Jameson Canyon Road (S.R.12)/ Airport Boulevard: LOS E
- S.R.29/Napa Junction Road: LOS E

PM Peak Hour

- S.R.29//South Kelly Road: LOS E

Needed improvement:

S.R.29/Napa Junction Road intersection: No improvement in operation would be possible until the widening of S.R.29 to six lanes through the intersection or completion of Newell Road as an alternate north-south route to S.R.29. Neither improvement is planned by 2010.

S.R.29/Jameson Canyon Road (S.R.12)/ Airport Boulevard: Restripe the three-lane westbound intersection approach to provide one right turn lane, one through lane and one combined through/left turn lane.

Resultant Operation:

AM Peak Hour: LOS D-50.9 seconds control delay

PM Peak Hour: LOS D-47.4 seconds control delay

S.R.29/South Kelly Road: Provide three lanes on the eastbound South Kelly Road intersection approach and stripe for one left turn lane, one through lane and one right turn lane.

Resultant Operation:

AM Peak Hour: LOS C-29.0 seconds control delay

PM Peak Hour: LOS D-54.8 seconds control delay

Merge Operation at S.R.29/Green Island Road & S.R.29/Paolo Loop Road

Table 7 shows that year 2010 Base Case (without project) AM and PM peak hour merge operation at the Green Island Road and Paoli Loop Road hook ramp connections to S.R.29 would both be operating at LOS B or C conditions during the AM and PM peak traffic hours.

*95th Percentile vehicle queuing at the S.R.29/South Kelly Road intersection*

Table 8 shows that the left turn lane on the northbound S.R.29 approach to South Kelly Road (which is 250 feet long) and the right turn lane on the southbound S.R.29 approach to South Kelly Road (which is 50 feet long) would not be expected to experience 95th percentile storage demands greater than available capacity. It should be noted, however, that elimination of potential queuing problems in both turn lanes depends upon Caltrans' signal timing parameters, which may not necessarily optimize clearing traffic from the turn lanes, particularly the northbound left turn lane.

*Jameson Canyon Road*

Table 9 shows that Jameson Canyon Road at the Napa/Solano County line would be operating at LOS F conditions during both the AM and PM peak traffic hours.

Needed improvement:

Jameson Canyon Road should be widened to a four-lane divided highway.

*Year 2030 Base Case (without Project)*

Volumes. Year 2030 Base Case AM and PM peak hour traffic volumes for all analysis intersections except S.R.29/Napa Junction Road (in American Canyon) have been obtained from the County's South County Corridor traffic model (Alternative 5). The South County Corridor model is consistent with the earlier traffic model developed for the County's General Plan update. Year 2030 volumes at the S.R.29/Napa Junction Road intersection have been obtained from traffic modeling projections supplied by the City of American Canyon's traffic engineering consultant Omni Means, Inc. These projections have been balanced with those at the S.R.29/Green Island Road-Newell Road intersection. Based upon input of County Planning staff, the 2030 traffic needs projections did not include traffic from the Panattoni Napa Airport Corporate Center Phase 1 or Phase 2 developments nor the Headwaters development. However, volumes from the Panattoni Phases 1 & 2 developments have been added into the 2030 Base Case projections. Resultant 2030 Base Case (without Phase 2) AM and PM peak hour volumes are presented in Figures 8 and 9 contained in the full traffic analysis.

Operating conditions and needed improvements

*Intersection Operation.* Tables 5 and 6 show year 2030 Base Case AM and PM peak hour operating conditions at analyzed intersections, while **Figure 10** presents approach geometrics and control at all analyzed intersections. As shown, all analyzed intersections are projected to be operating at LOS D or better in 2030. This includes the S.R.12-29 ramp intersections with Jameson Canyon Road-Airport Boulevard at the new diamond interchange, as well as at the new S.R.29/Green Island Road-Newell Road signalized intersection. However, the S.R.29/South Kelly Road intersection may experience LOS E or F operation at some point between 2010 and 2030 before S.R.29 is widened from four to six lanes in the project vicinity.

*Needed improvement:*

S.R.29/South Kelly Road intersection: Provide an exclusive right turn lane on the eastbound South Kelly Road intersection approach. Construction of this right turn lane should be included in the area-wide set of circulation system improvements for the Napa Airport Industrial Area. Construction of a 200- to 250-foot right turn lane has been recommended as an improvement to be provided by the Panattoni Phase 2 development.

*95th Percentile vehicle queuing at the S.R.29/South Kelly Road intersection.* Table 6 shows that as development occurs within the Airport Industrial Park, the 95th percentile storage demand in the left turn lane on the northbound S.R.29 approach to South Kelly Road will be exceeding storage capacity during the AM peak hour, while the southbound right turn lane will be at the storage capacity limit. This would be a significant safety issue and exacerbated if Caltrans controlled signal timing and phasing is not optimized to clear traffic from the northbound left turn lane.

*Needed improvement:*

S.R.29/South Kelly Road Northbound Left Turn Lane – Lengthen the existing 250-foot turn lane to at least 400 feet (and preferably 450 feet) or to the length required based upon signal timing restrictions that may be imposed by Caltrans. In addition, the southbound right turn lane may also require lengthening based upon signal timing restrictions that may be imposed by Caltrans. Benefiting projects should pay for the cost of lengthening both lanes, when needed.

*Jameson Canyon Road.* Table 9 shows that a divided four-lane Jameson Canyon Road at the Napa/Solano County line would be operating at LOS B eastbound and LOS D westbound during the AM peak hour and at LOS D eastbound and LOS B westbound during the PM peak hour.

Beringer EIR

The 2001 Beringer EIR contains the following traffic and circulation significant impacts and mitigation measures.

- Impact B.1 identified a less-than-significant impact with regard to Project traffic contributing to unacceptable levels of service at two study intersections during the Friday p.m. peak hour under the year 2005 scenario. This contribution would be less than one percent of the intersection approach volumes and no mitigation is needed.
- Impact B.2 noted a less-than-significant impact with regard to unacceptable base case levels of service at three study intersections during the Friday p.m. peak hour condition under the year 2015 scenario. This was identified as a less-than-significant impact.
- Impact B.3 identified a less-than-significant impact with regard to unacceptable levels of service at three study area intersections during the Friday p.m. peak hour conditions under the year 2015 scenario when considered with other resort projects in the vicinity. The Project's contribution would be less than one percent at each intersection and this would be a less-than-significant impact.
- Impact B.4 identified a significant impact in that the proposed Project would increase p.m. peak hour traffic by more than one percent at the Devlin Road/South Kelly Road intersection, which would already have volumes exceeding peak hour signal warrant criteria. Mitigation Measure B.4 would reduce this impact to a less-than-significant level by requiring the Project sponsor to contribute its fair share to the cost of signalizing the Devlin Road/South Kelly Road intersection when it is determined that such a signal is required.
- Impact B.5 notes a less-than significant impact with regard to traffic increases along Jameson Canyon Road during the a.m. and p.m. peak periods in 2005 and the p.m. peak hour in 2015. Base Case operations would be LOS F during all commute time periods. The amount of Project-related traffic would be less than one percent.

- Impact B.6 identified a significant impact with regard to left-turn storage of vehicles on the northbound SR 29 approach to South Kelly Road. The number of vehicles queuing at this intersection would exceed the available storage length. Mitigation Measure B.6 would require the Project sponsor to pay a fair share of the cost to lengthen The SR 29/South Kelly Road northbound left-turn lane. The existing pocket may require lengthening to 250 to 375 feet to accommodate anticipated traffic. This extension should be installed prior to occupancy of the first phase of the Project. This would reduce this impact to a less-than-significant level.
- Impact B.7 identified a significant impact with regard to extended delays for westbound Project vehicles on South Kelly Road turning left on to the Devlin Road extension when the Waste Transfer Station is backed up east of the Waste Transfer station entrance. This would be reduced to a less-than-significant impact by requiring the Project sponsor to construct a left-turn lane on the westbound South Kelly Road approach to Devlin Road to allow for inbound Project left-turn movements when backups occur at the Waste Transfer Station site. If congestion around the Transfer Station is eliminated, a left-turn lane would not be needed in the near term, but a shorter left-turn lane would be needed by 2015.
- Impact B.8 identified a significant impact with regard to Project construction traffic, including both trucks and construction worker traffic. This impact would be significant on weekends due to traffic backups associated with the Waste Transfer Station. Adherence to Mitigation Measure B.6 would reduce this impact to a less-than-significant level by constructing a left-turn lane near the Waste Transfer Station.
- Impact B.9 identified a significant impact relating to potential inadequacy of on-site parking for the Project, which does not comply with County parking requirements. Adherence to Mitigation Measure B.9 would reduce this impact to a level of less-than-significance by requiring the Project sponsor to identify a reserve parking area that could accommodate additional parked vehicles. The Project sponsor is required to conduct future parking analyses to determine the adequacy of parking and the need to use the reserve parking area.

The above mitigation measures, as applicable, shall continue to apply to the Napa Commerce Center Project.



## Project Impacts

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
<i>Would the proposal:</i>				
a. Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?			X	
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			X	
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e. Result in inadequate emergency access?				X
f. Result in inadequate parking capacity?			X	
g. Conflict with adopted				

policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

			X
--	--	--	---

### Discussion

- a,b) *Cause an increase in traffic which is substantial in relation to existing traffic load and street capacity or exceed, either individually or cumulatively, a LOS standard established by the County CMA for designated roads?* The recently completed traffic analysis for the proposed Napa Commerce Center Project by Crane Transportation Group (See Appendix \_\_) indicated that no new or more significant impacts beyond those analyzed in the 2001 Beringer EIR would result.

The proposed Project also includes importation of approximately 120,000 cubic yards of fill material from the Airport property west of the Project. Haul trucks would use Green Island Road as the route between the borrow area and the Project site. Also, haul loads would not exceed the maximum permitted load weight to minimize any pavement degradation.

- c) *Change in air traffic patterns?* The proposed Project would have no impact on air traffic patterns, since it involves a proposed warehouse development and related entitlements. No new or more significant impacts would result beyond those analyzed in the 2001 Beringer EIR.
- d) *Substantially increase hazards due to a design feature or incompatible use?* The recent Crane traffic report notes that the northbound S.R.29 approach to South Kelly Road should have a minimum length of 375 feet to accommodate the expected vehicle queuing. Since Mitigation Measure B.6 notes that the length of this left turn lane is estimated to be between 250 and 375 feet, this would not be a new mitigation measure. No other new or more significant impacts with regard to traffic safety beyond those analyzed in the 2001 Beringer EIR have been identified in this Initial Study.
- e) *Result in inadequate emergency access?* The proposed Project includes the planned extension of Devlin Road through the Site to provide adequate emergency access. No new or more significant impacts with regard to emergency access would occur beyond those analyzed in the 2001 Beringer EIR.
- f) *Inadequate parking capacity?* Mitigation Measure B.9 from the 2001 Beringer EIR would continue to apply to this Project to ensure that adequate on-site parking would be provided. No new or more significant impacts would occur beyond those analyzed in the 2001 Beringer EIR.
- g) *Conflict with policies, plans or programs supporting alternative transportation plans or result in hazards or barriers for pedestrians or bicyclists?* The proposed Project would provide for the extension of Devlin Road through the site that could be used by pedestrians and bicyclists. No new or more significant impacts regarding

alternative transportation modes would occur beyond those analyzed in the 2001 Beringer EIR.

## 16. Utilities and Service Systems

### Environmental Setting

The Project Site is currently served by the following service providers:

- Water supply: City of American Canyon
- Sewage collection and treatment: City of American Canyon
- Electrical and natural gas power: Pacific Gas and Electric Co.
- Communications: AT & T (formerly Pacific Bell).

### Beringer EIR

The 2001 Beringer EIR contains the following significant impacts and mitigation measures with respect to utilities and service systems.

- Impact 1.4 noted that operation of the proposed Beringer facility would increase the demand for water and sewer service. This would be a less-than-significant impact and no mitigation measures were required.

### Project Impacts

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
<i>Would the project</i>				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board			X	
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
c. Require or result in the construction of new storm water drainage facilities or expansion of existing			X	

facilities, the construction of which could cause significant environmental effects?				
d. Have sufficient water supplies available to serve the project from existing water entitlements and resources, or are new or expanded entitlements needed?			X	
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the providers existing commitments?				X
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g. Comply with federal, state and local statutes and regulations related to solid waste?				X

#### Discussion

- a) *Exceed wastewater treatment requirements of the RWQCB?* The proposed Project would not include wine processing as did the previously approved Project, but would be used for warehousing only. Therefore, the quantity of wastewater generated by the Project would be substantially less than analyzed in the Beringer EIR. The City of American Canyon would provide wastewater treatment and disposal services for the proposed Project.
- b) *Require new water or wastewater treatment facilities or expansion of existing facilities?* Based on Agreement No. 7070 between the City of American Canyon and Napa County, the City of American Canyon has agreed to provide water service to the proposed Project. This Agreement is hereby incorporated by reference into this Initial Study.

The City of American Canyon prepared a Water Supply Report for the proposed Project (dated July 30, 2008 and hereby incorporated by reference into this Initial Study and which is available for review at the City of American Canyon Public Works Department during normal business hours). The Water Supply Report and attached cover letter to the Napa County Planning Department from Robert Weil

of the American Canyon Public Works Department dated July 29, 2008 (hereby incorporated by reference into this Initial Study), indicates that proposed Project would use an estimated maximum 32,298 gallon per day and 16,649 gallons per day on an average daily water demand basis. The City of American Canyon has attached a number of conditions related to the future provision of water to support the Project, including but not limited to installation of dual plumbing piping to allow future conversion of toilets to recycled water, use of drought tolerant landscaping and allowance for future use of recycled water for landscaping.

The 2001 Beringer EIR determined that the Beringer Project would have used approximately 148,195 gallons per day, which includes water for industrial uses and irrigation of on-site vineyards and ornamental landscaping.

Table 1 of the Water Supply Analysis indicates that the City of American Canyon could provide water to the proposed Project on a long-term basis even under single and multiple dry years.

Water savings realized for the proposed Project over the approved Beringer facility would be attributable from deletion of wine processing and on-site vineyards. No new or more significant impacts with regard to wastewater would result beyond those analyzed in the 2001 Beringer EIR.

- c) *Require new storm drainage facilities?* Impacts related to drainage and mitigation measures from the 2001 Beringer EIR are contained in Section 8 of this Initial Study. Based on the analysis contained in that section, no new or more significant impacts related to storm drainage facilities beyond those set forth in the 2001 Beringer EIR have been identified.
- d) *Are sufficient water supplies available?* See item "b," above.
- e) *Adequate wastewater capacity to serve the proposed project?* See response to "a," above.
- f) *Solid waste disposal?* See item 13 "e."
- g) *Comply with federal, state and local statutes and regulations related to solid waste?* The existing service provider will ensure adherence to federal, state and local solid waste regulations should the proposed development applications be approved. No impacts are anticipated in this regard.

## 17. Mandatory Findings of Significance

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

### Discussion

- a) *Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number of or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?* No. Potential impacts related to substantial reduction of fish or wildlife species or their respective species, reduce the range or number of endangered plant or animal species or eliminate examples of major periods of California history or prehistory on the Project site area have been analyzed and mitigated in the 2001 Beringer EIR.

The proposed Project would cause no new or substantially more significant impacts on biological or cultural resources beyond those identified in the 2001 Beringer EIR.

- b) *Does the project have impacts that are individually limited, but cumulatively considerable?* ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects and the effects of probable future projects). No. Significant and unavoidable impacts have been identified with regard to secondary impacts on native plants, regional pollutant emissions, cumulative loss of open space and cumulative loss of vegetation and wildlife. The proposed Project would not result in additional or more significant cumulative impacts than have been previously analyzed by the County.
- c) *Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?* No. No such impacts have been discovered in the course of preparing this Initial Study.

## Initial Study Preparers

Jerry Haag, Urban Planner, project manager/principal author  
Jane Maxwell, report graphics

## Agencies and Organizations Consulted

The following agencies and organizations were contacted in the course of this Initial Study:

*County of Napa Conservation Development and Planning Department*  
John McDowell, Assistant Director  
Sean Trippi, Principal Planner

Laura Anderson, Assistant County Counsel

*City of American Canyon*  
Sandra Cleisz, Senior Planner

*Applicant Representatives*  
Douglas Pope, Headwaters Development Company  
Kevin Teague, DPF, applicant attorney  
Mark Phillips, DPF  
Daniel Peralta, DPF

## References

Beringer Wine Estates Devlin Road Facility, Draft Environmental Impact Report  
ESA, May 2001

Beringer Wine Estates Devlin Road Facility, Final Environmental Impact Report  
ESA, September 2001

City of American Canyon, General Plan, as amended through December 2006

Napa County Airport Industrial Area Specific Plan and EIR, updated through  
July 24, 2004

Napa County General Plan Update, Revised Public Hearing Draft, December  
2007



## **Appendix 1 Biological Resource Assessment (LSA Associates)**