

COUNTY OF NAPA
CONSERVATION, DEVELOPMENT & PLANNING DEPARTMENT
1195 THIRD ST., SUITE 210
NAPA, CA 94559
(707) 253-4416

Notice of Intent to Adopt a Mitigated Negative Declaration

1. **Project Title:** Noorzay/Osman Auto Dismantling/Salvage Yard, Use Permit (P06-01535-UP)
2. **Property Owner:** Fahim Noorzay and Ishaq Osman
3. **Napa County contact person, phone number and e-mail:** Sean Trippi, Principal Planner, 253-4417, strippi@co.napa.ca.us
4. **Project location and APN:** Located on a 3.0 acre parcel on the north side of Green Island Road, approximately 2-1/2 miles west of State Highway 29 and 1/2 mile east of the Napa River in an General Industrial: Airport Compatibility (GI:AC) zoning district. APN: 058-060-004. 2600 Green Island Road, American Canyon.
5. **Project Sponsor's Name and Address:** Fahim Noorzay, 1578 Green Island Road, American Canyon CA, 94503
6. **Hazardous Waste Sites:** The project is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.
7. **Project Description:**

Request approval of a use permit to establish an auto dismantling/salvage business. The proposal includes 23 on-site parking spaces for employees and customers, fencing, landscaping, a water storage tank, and an on-site waste disposal system. Proposed hours of operation are from 8:00 a.m. to 5:00 p.m., six days a week with an estimated 4 full-time employees. Existing buildings with 740 and 400 square feet of floor area will be used for office and storage purposes, respectively. A new 5,000 square foot building would be constructed for dismantling operations, including draining oil and other fluids, storing waste fluids (oil, anti freeze, etc), engines, transmissions, batteries and other salvaged parts. The site is located within the boundaries of the Airport Industrial Area Specific Plan (AIASP). Properties within the AIASP are generally required to connect to municipal water and sewer services provided by the City of American Canyon. However, the project site is located in an area that is not currently served by existing utility lines and will utilize ground water and on-site waste disposal.

PRELIMINARY DETERMINATION:

The Conservation, Development and Planning Director of Napa County has tentatively determined that the following project would not have a significant effect on the environment and the County intends to adopt a **mitigated negative declaration**. Documentation supporting this determination is contained in the attached Initial Study Checklist and is available for inspection at the Napa County Conservation, Development and Planning Department Office, 1195 Third St., Room 210, Napa, California 94559 between the hours of 8:00 AM and 4:45 PM Monday through Friday (except holidays).

DATE: November 19, 2008


By: Sean Trippi

WRITTEN COMMENT PERIOD: 11/26/2008 to 12/17/2008

Please send written comments to the attention of Sean Trippi at 1195 Third St., Room 210, Napa, California 94559, or via e-mail to strippi@co.napa.ca.us. A public hearing on this project is tentatively scheduled for the Napa County Planning Commission on Wednesday, December 17, 2008. You may confirm the date and time of this hearing by calling (707) 253-4416.

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**Initial Study Checklist
(reference CEQA, Appendix G)**

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5. **Project Sponsor's Name and Address:** Fahim Noorzay, 1578 Green Island Road, American Canyon CA, 94503
6. **General Plan description:** Industrial
7. **Zoning:** General Industrial: Airport Compatibility (GI:AC)
8. **Project Description:**

Approval of a use permit to establish an auto dismantling/salvage business including on-site parking for 23 vehicles. Proposed hours of operation are from 8:00 a.m. to 5:00 p.m., seven days a week with an estimated 4 full-time employees. Between 15 and 25 visitors are expected per day with one tow truck delivering a disabled vehicle per day (on average). A new 5,000 square foot building would be constructed for dismantling operations, including draining oil and other fluids, storing waste fluids (oil, anti freeze, etc), engines, transmissions, batteries and other salvaged parts. Batteries and fluids would be recycled by licensed recyclers; waste fluids would be hauled off approximately every 3 months and batteries would be disposed of when 30 or more batteries are collected. Any parts sold to the public would be retrieved by an employee (customers would not be allowed into the yard area to pick and pull parts). Two existing small buildings located approximately 140 to 170 feet from the road will be utilized for office purposes and storage. The proposed office includes 740 sq. ft. of floor area; the storage building includes 400 sq. ft. An 8-foot high chain-link fence with slats will be constructed around the perimeter of the site. New landscaping will be provided in the first 20-feet of the property adjoining Green Island Road. Automobile storage will not be allowed to exceed the height of the fence. A portable crusher will be brought in twice a year to crush vehicles. The crushed vehicles would then be hauled off-site. Any fuel tanks left on the vehicles would be drained prior to crushing. The site is located within the boundaries of the Airport Industrial Area Specific Plan (AIASP). Properties within the AIASP are generally required to connect to municipal water and sewer services provided by the City of American Canyon. However, the project site is located in an area that is not currently served by existing utility lines and will utilize ground water and on-site waste disposal.

9. **Environmental setting and surrounding land uses:**

The site had previously included a single family residence which burned in the mid 1970's and was not replaced. In 1977 a use permit to establish an auto dismantling, salvage, sales and repair operation was approved by the Planning Commission which expired in 1980. A subsequent use permit was approved in 1988 to reestablish the business. This use permit was revoked in 1999 for failure to comply with a number of the conditions of approval and mitigation measures. All previous business activities have ceased and the site has been cleared except for two small sheds, other small structures and perimeter fencing. The current property owner/applicant was not involved in past uses on the site.

The site has been designated for industrial development for over 20 years. The project site borders Green Island Road to the south and beyond the road are salt evaporation ponds. The site is relatively flat with slopes ranging from 0-5 percent generally running north to south. The site includes non-native grasses and weeds which are regularly mowed. There is an existing auto dismantling business adjoining the site to the east and a single-family dwelling on the property to the west. The property to the north was a former auto dismantling business. The project site is in close proximity to the Napa County Airport. A large portion of the site is located in Zone D, the Common Traffic Pattern. This is an area of frequent aircraft overflight at low elevations (between 300 and 1,000 feet above the ground). A smaller portion of the site, at the rear of the property, is in Zone B which is the approach/departure zone where aircraft will be below 100 feet above ground level.

10. **Other agencies whose approval is required:** Discretionary approval required by Napa County consists of a use permit. The proposed project would also require various ministerial approvals by the County including, but not limited to building permits, grading and encroachment permits, and waste disposal and well permits. A Storm Water Pollution Prevention Plan (SWPPP) is required to meet San Francisco Regional Water Quality Control Board standards and is administered by the County Public Works Department.

The proposed project does not involve modifications to a streambed, and thus does not require a streambed alteration agreement from the California Department of Fish and Game. The proposed project does not involve the fill of waters of the United States, and thus does not require a dredge-and-fill permit from the U.S. Army Corps of Engineers. The proposed project does not involve the "take" of listed endangered or threatened species, and thus does not require a "take permit" from the Department of Fish and Game, the U.S. Fish and Wildlife Service, or the National Marine Fisheries Service.

Responsible (R) and Trustee (T) Agencies

San Francisco Regional Water Quality Control Board
City of American Canyon

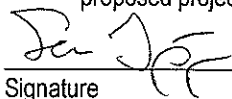
Other Agencies Contacted

ENVIRONMENTAL IMPACTS AND BASIS OF CONCLUSIONS:

The conclusions and recommendations contained herein are professional opinions derived in accordance with current standards of professional practice. They are based on a review of the Napa County Environmental Resource Maps, the other sources of information listed in the file, and the comments received, conversations with knowledgeable individuals; the preparer's personal knowledge of the area; and, where necessary, a visit to the site. For further information, see the environmental background information contained in the permanent file on this project.

On the basis of this initial evaluation:

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


Signature

Sean Trippi, Principal Planner

Nov. 19, 2008
Date

Napa County Conservation, Development and Planning Department

ENVIRONMENTAL CHECKLIST FORM

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

- a/b. The proposed project would not be located within an area which would damage any known scenic vista, or damage scenic resources, trees, rock outcroppings, or historic buildings. The proposed project site has been previously used for an auto dismantling business and contains no native vegetation. A new 5,000 square building would be constructed for dismantling operations, including draining oil and other fluids, storing waste fluids (oil, anti freeze, etc) engines, transmissions, batteries and other salvaged parts. Two small existing buildings would be utilized for office and storage purposes. The site is not visible from a scenic highway or any scenic routes.
- c. The project is located near the end of a long dead end road within the boundaries of the Napa County Airport Industrial Area Specific Plan (AIASP). The AIASP allows a mix of industrial development including auto dismantling and salvage yards. A new 5,000 square foot metal building would be constructed for dismantling operations. Two existing buildings located approximately 140 to 170 feet from the road will be utilized for office and storage purposes. The proposed office includes 740 sq. ft. of floor area; the storage building is 400 sq. ft. An 8-foot high chain-link fence with slats will be constructed on the perimeter of the site. New landscaping will be provided in the first 20-feet of the property adjoining Green Island Road. Automobile storage will not be allowed to exceed the height of the fence. Therefore, the project will not substantially degrade the existing visual character or quality of the site and surrounding area.
- d. The new facility will result in a minor increase in the nighttime lighting. In accordance with County standards, all exterior lighting will be the minimum necessary for operational and security needs. Light fixtures will be kept as low to the ground as possible and include shields to deflect the light down. Avoidance of highly reflective surfaces will be required, as well as standard County conditions to prevent light from being cast skyward. This is an area routinely overflowed by low flying aircraft which necessitates strong controls on skyward nighttime lighting. As designed, and as subject to standard conditions of approval, the project will not create a significant impact from light or glare.

Mitigation Measures: None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
II. AGRICULTURE RESOURCES. In determining impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

- a. The project site is located within an area designated for industrial development for more than 20 years. The project would not result in the conversion of Prime Farmland, Unique Farmland or Farmland of Statewide Importance as shown on the Napa County Important Farmland Map 2006 prepared by the California Department of Conservation District, Division of Land Resource Protection, pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency.
- b. The project site is not subject to a Williamson Act contract, and is zoned for industrial development.
- c. The project site is surrounded by developing industrial park land. Although farming activities occurred on these lands in the past, the area has been designated for industrial development for over 20 years. An auto dismantling business had previously existed on the site. The project will not result in the conversion of existing farmland.

Mitigation Measures: None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: The following analysis is based on the "BAAQMD CEQA Guidelines – Assessing the Air Quality Impacts of Projects and Plans" (December 1999).

- a. The project would not conflict with or obstruct the implementation of any applicable air quality plans. The project site lies at the southern end of the County, which forms one of the climatological subregions (Napa County Subregion) within the San Francisco Bay Area Air Basin. The topographical and meteorological features of the valley create a relatively high potential for air pollution. Potential air quality impacts would result both from construction activities and from the operation of the project. Construction emissions would have a temporary effect, while operational emissions would continue to affect air quality throughout the lifetime of the project. Construction emissions would consist mainly of dust generated during grading and other construction activities, exhaust emissions from construction related equipment and vehicles, and relatively minor emissions from paints and other architectural coatings. BAAQMD recommends incorporating feasible control measures as a means of addressing such impacts. These measures are set forth at Table 2 of the BAAQMD CEQA Guidelines. If the proposed project adheres to these measures, then BAAQMD recommends concluding that construction-related impacts will be insignificant. These measures will be incorporated into the proposed project as conditions of approval. In accordance with BAAQMD CEQA Guidelines, these impacts are considered less than significant. Over the long term, emission sources for the project would consist primarily of mobile sources including deliveries and vehicles visiting the site. The Bay Area Air Quality Management Plan has determined that projects that do not exceed a threshold of 2,000 vehicle trips per day will not impact air quality and do not require further study. According to information provided by the applicant, the proposed project is expected to generate approximately 40 to 60 new daily two-way trips. By comparison, according to the Institute of Traffic Engineers, Trip Generation manual, warehousing or light industrial uses with the same floor area as the proposed project would generate approximately 30 to 43 vehicle trips per day. Given the relatively small number of vehicle trips and deliveries generated by this project, compared to the size of the air basin, project related vehicles would contribute an insignificant amount of air pollution and would not result in a conflict or obstruction of an air quality plan.
- b.-e. See (a) above. There are no projected or existing air quality violations in this area that this proposed project would contribute to. Nor would it result in any violations of any applicable air quality standards.

The BAAQMD defines public exposure to offensive odors as a potentially significant impact. During project construction, the project has the potential to generate substantial amounts of dust or other construction-related air quality disturbances. As a standard practice for County development projects, application of water and/or dust palliatives are required in sufficient quantities during grading and other ground disturbing activities on-site to minimize the amount of dust produced. These Best Management Practices will reduce potential temporary changes in air quality to a less than significant level.

Mitigation Measures: None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

- a/b. According to the Napa County Environmental Resource Maps (based on the following layers – natural diversity data base, plants CNPS points & polygons, plant surveys, biological critical habitat areas, vernal pools, sensitive biotic communities, and spotted owl habitat) no known candidate, sensitive, or special status species have been identified as occurring within the project boundaries. The project site had previously been used for auto dismantling, salvage and repair. The proposed improvements will not require the removal of any native vegetation and will generally occur in an area previously disturbed by past uses. The potential for this project to have a significant impact on special status species is less than significant.
- c. The Napa County Environmental Resource Maps (based on the following layers - vernal pools and known fish presence), do not indicate the presence of any wetlands, riparian areas on the subject property or potential wetlands within the project boundary. The project would result in no substantial impacts to federally protected or potentially sensitive wetlands.
- d. As there are no streams or creeks on the site, the project does not have the potential to interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.
- e. The project would not conflict with any local policies protecting biological species, such a tree preservation or the County's Conservation Regulations. The site is an improved industrial lot with no native vegetation. In accordance with the requirements of the specific plan, new

landscaping will be provided on the site. The project does not conflict with any County ordinance or requirement to preserve existing trees, and therefore is considered as not having potential for significant impact.

- f. The proposed project would not conflict with the provisions of an adopted Habitat Conservation Plans, Natural Community Conservation Plans or other approved local, regional or state habitat conservation plans. There are no plans applicable to the subject parcel.

Mitigation Measures: None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

- a-c. The project site has two small existing building and a well house and was previously used for auto dismantling, salvage and repair. Research into past uses has not identified historic resources that may be present at the site. A previous archaeological survey, entitled A Cultural Resource Inventory of the Napa Airport Master Environmental Assessment Area, prepared by Archaeological Resource Service (ARS), dated September 1983, was conducted in the AIASP area and included the project site. The study did not indicate the presence of historical, archaeological, or paleontological resources on the project site. In addition, the Napa County Environmental Resource Maps (based on the following layers –Historical sites points & lines, Archaeology sites, sensitive areas, and flags) do not identify any historical, archaeological, or paleontological resources, sites or unique geological features on the project site. There is no information in the County's files that would indicate that there is a potential for occurrence of these resources. It is therefore not anticipated that any cultural resources are present on the site, and the potential for impact is considered less-than-significant. However, if resources are found during grading of the project, construction of the project is required to cease, and a qualified archaeologist will be retained to investigate the site in accordance with standard conditions of approval.
- d. No human remains have been encountered on the property during past grading activities when the public improvements were constructed and no information has been encountered that would indicate that this project would encounter human remains. However, if resources are found during grading of the project, construction of the project is required to cease, and a qualified archaeologist will be retained to investigate the site in accordance with standard conditions of approval.

Mitigation Measures: None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS. Would the project:				
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

- a.
- There are no known faults on the project site as shown on the most recent Alquist-Priolo Earthquake Fault Zoning Map. As such, the proposed facility would result in a less than significant impact with regards to the rupturing of a known fault.
 - All areas of the Bay Area are subject to strong seismic ground shaking. Construction of the facility must comply with all the latest building standards and codes at the time of construction, including the California Building Code which would reduce any potential impacts to a less than significant level.
 - No subsurface conditions have been identified on the project site that indicated a susceptibility to seismic-related ground failure or liquefaction.
 - The Napa County Environmental Resource Maps (Landslides line, polygon, and geology layers) did not indicate the presence of landslides on the property.
- b. Based upon the Soil Survey of Napa County, prepared by the United States Department of Agriculture (USDA), the soils in the area of development are Reyes Silty Clay Loam, 0 to 2% slopes, which have slow runoff and a slight erosion hazard. This soil type is found mainly on basins and tidal flats. Given that the site is essentially flat, development on the site will be subject to the Napa County Stormwater Ordinance related to erosion control measures which would reduce any potential impacts to a less than significant level.
- c/d. According to the Napa County Environmental Resource Maps (Surficial Deposits layer) early or mid Pleistocene fan or terraced deposits underlie the surficial soils on the project site. Based on the Napa County Environmental Sensitivity Maps (Liquefaction layer) the project site has very low susceptibility for liquefaction. Development will be required to comply with all the latest building standards and codes, including the California Building Code that would reduce any potential impacts to a less than significant level. In addition, a soils report, prepared by a qualified Engineer will be required as part of the building permit submittal. The report will address the soil stability, potential for liquefaction and will be used to design specific foundation systems and grading methods.
- e. Projects within the AIASP generally connect to municipal sewer services provided by the appropriate service provider. However, the project site is considered difficult to sewer, as the sewer main is approximately one-mile away from the site. The proposed project will utilize a new on-site waste disposal system which has been reviewed by the Napa County Department of Environmental Management and found to be adequate to serve the waste disposal needs of the proposed project. Hook-up to municipal sewer services would be required when they are extended to the site.

Mitigation Measure: None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
VII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wild-land fires, including where wild-lands are adjacent to urbanized areas or where residences are intermixed with wild-lands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

- a/b. The proposed use would include dismantling and draining fluids from damaged vehicles including but not limited to the removal of batteries, tires, operable/functional parts, gasoline, engine oil, transmission fluid, and antifreeze. The improper handling of these materials or fluids during the dismantling process could result in the potential to pollute stormwater runoff. Although the project applicant proposes to perform all dismantling operations and will store parts and fluids within a new 5,000 square foot building, the mitigation measure(s), below, will mitigate the potential impacts of hazardous materials being released from the site to less-than-significant levels. The mitigation measures are also included as recommended conditions from the Napa County Department of Environmental Management and the Department of Public Works. In addition, the Department of Environmental Management requires the applicant to file a Hazardous Waste Generator Application and/or Hazardous Materials Business Plan within 30 days of initiating the generation and/or storage of hazardous waste above threshold amounts (55 gallons or 500 pounds) and that any hazardous waste produced on the site, must be stored and disposed of in a manner consistent with Division 20, Chapter 6.5 of the California Health and Safety Code and with Title 22, Division 4, Chapter 30 of the California Code of Regulations.
- c. There are no schools located within one-quarter mile from the proposed project site.
- d. The proposed site is not on any known list of hazardous materials sites.
- e. The project site is located within two miles of the Napa County Airport, and is therefore subject to the requirements of the County's Airport Compatibility Combination zoning district and the requirements of the Napa County Airport Land Use Compatibility Plan. The project site is located within Zone D of the compatibility plan which is an area of common overflight and moderate risk. The proposed use is highly compatible with the risk and noise impacts associated with properties within Zone D. The project will also be conditioned to comply with specific requirements regarding light and glare to ensure airport land use compatibility. County development regulations have been certified as meeting ALUC compatibility requirements, and consequently the project is not subject to separate ALUC review because it has been designed to comply with County airport compatibility land use requirements.
- f. The project site is not located within the vicinity of any private airports.
- g. The existing and proposed driveways that serve the project will be improved to comply with County standards and access around the building has been designed to accommodate fire apparatus and large trucks. The project has been reviewed by the American Canyon Fire

Department and Napa County Public Works Department and found acceptable as conditioned. Therefore, the design of the project will not negatively impact or hinder emergency vehicle access.

- h. The project would not increase exposure of people and/or structures to a significant loss, injury or death involving wild land fires because the project is located within a developing industrial area.

Mitigation Measures:

1. All activities which generate oil, grease, metals, or other deleterious materials shall be conducted within a building or in designated areas that are paved and covered. This includes but is not limited to vehicle dismantling, and draining, collecting, segregating and storing fluids and parts such as gasoline, engine oil, transmission fluid, coolants, and batteries.
2. Parts, dismantled vehicles, materials, and fluids shall be stored within a building or in designated areas with a permanent cover or tarp with the placement of a curb, dike or berm around the area.
3. The designated areas shall have a minimum structural section of 5 inches of Class II Aggregate Base plus a double chip seal coat or equivalent. The designated areas shall be constructed at a minimum elevation of 8 feet above the MSL.

Method of Mitigation Monitoring: All designated areas shall be identified on the plans submitted for building permits and shall be designed in conformance with applicable County regulations.

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
VIII.	HYDROLOGY AND WATER QUALITY. Would the project:				
a)	Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f)	Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j)	Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

- a. The proposed project would not violate any water quality standards or waste discharge requirement. The proposal has been reviewed by the Napa County Department of Environmental Management and the Department of Public Works who have found that the proposed project will be able to comply with all applicable water quality and waste discharge requirements. The applicant is required to obtain a stormwater permit from the Regional Water Quality Control Board (RWQCB) which is administered in part by the County Public Works Department on behalf of the RWQCB. Given the essentially level terrain, and the County's Best Management Practices, which comply with RWQCB requirements, the project does not have the potential to significantly impact water quality and discharge standards. Additionally, mitigation measures #'s 1 - 3, above (under Hazardous Materials), and the mitigation measures below, have been recommended that address the potential for hazardous materials to be discharged from the site into any waterway.
- b. Projects within the AIASP generally connect to municipal water services provided by the appropriate service provider. However, the project site is over one-mile away from the nearest main and will utilize an existing well. The applicant has prepared a Phase 1 Water analysis for the proposed project to evaluate water use and landscape irrigation for the proposal, which has been reviewed by the Department of Public Works. The proposed project is located on the floor of the Napa Valley in an area that has an established acceptable water use criteria of one-acre foot per acre per year on a 3.0 acre parcel resulting in a threshold for the property of 3.0 acre foot per year. The estimated water demand for the proposed project would be approximately 0.05 acre-feet of water per year, which is well below the threshold for the property. Therefore the project would not have a significant impact on groundwater supplies or neighboring wells, nor would the project result in a substantial depletion of groundwater supplies or interfere with the recharge of groundwater supplies.
- c-e. The proposed project will not substantially alter the drainage pattern on site or cause a significant increase in erosion or siltation on or off site. The final drainage system will be designed by a qualified engineer and is subject to review and approval by the Department of Public Works. The Department of Public Works has included conditions of approval requiring that the drainage system be designed to avoid diversion or concentration of storm water runoff onto adjacent properties. All earth disturbing activities are required to maintain erosion, sediment, and waste materials from leaving the site and entering waterways both during and after construction in conformance with the Napa County Post Construction Runoff Management Requirements. This will include maintaining pre-development rainfall runoff characteristics and meeting the design criteria set forth for parking areas. The project will incorporate erosion control measures appropriate to its maximum slope to manage onsite surface drainage and erosion of onsite soils during construction and winter months (October to April). A storm water pollution prevention plan (SWPPP) will be required and must comply with California Water Resources Control Board Industrial Activities Storm Water General Permit requirements. As noted above, the project is required to comply with County Public Works requirements which are consistent with RWQCB standards. These established Best Management Practices have been successfully implemented on numerous previous projects within AIASP area. By incorporating erosion control measures, this project would have a less than significant impact. There will be an increase in the overall impervious surface resulting from the project, primarily buildings and paved areas. However, given the size of the drainage basin, the increase in impervious surfaces will not discernibly change the amount of groundwater filtration or discernibly increase surface runoff from that which currently exists on site. This project would therefore result in a less than significant impact with respect to drainage.
- f. There are no other factors in this project that would otherwise degrade water quality.
- g-i. No Housing is proposed, however, the entirety of the site falls within the Federal Emergency Management Agency (FEMA) Floodzone A as depicted on the Flood Insurance Rate Map (FIRM) and has a base flood elevation of 7 feet above mean sea level. The applicant is required to obtain a floodplain management permit from the Public Works Department and demonstrate that all new construction does not affect the existing base flood elevation. The site is also within the inundation areas if the Milliken or Conn dams fail. If either of these dams were to fail all employees and visitors would have to evacuate to an area of refuge. No housing is proposed as a part of this project.
- j. The parcel is not located in an area that is subject to inundation by tsunamis, seiches, or mudflows.

Mitigation Measures: See mitigation measures 1 – 3 above.

- 4. Discharges of wastewater or wash water from activities including (but not limited to) equipment washing, vehicle washing, removal of vehicle fluids that may contain oil, grease, metals, or other deleterious materials must be properly disposed of. Because sanitary sewer is not available and sewage disposal is via a holding tank system, all such wastewater must be characterized and properly disposed of off site or by an on-site closed loop treatment system. If the waste stream is determined to be a hazardous waste, the waste must be stored and disposed of in accordance with the requirements of Division 20, Chapter 6.5 of the California Health and Safety Code and Title 22, Division 4, Chapter 30 of the California Code of Regulations.

Method of Mitigation Monitoring: The plans submitted for building permits shall indicate vehicle and equipment wash areas and designated areas for the removal of fluids. All wastewater disposal systems shall be designed to properly dispose of potential hazardous wastes in accordance with state and local regulations

5. Stormwater runoff from parking areas and other impervious surfaces shall be designed to drain through grassy swales, buffer strips, sand filters or other sediment control methods, designed by a licensed engineer, prior to being discharged into an approved drainage system.

Method of Mitigation Monitoring: The proposed sedimentation control methods shall be identified on the plans submitted for building permits and shall be designed in conformance with applicable County regulations.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
IX. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

- a-c. The proposed project would not occur within an established community, nor would it result in the division of an established community. The proposed project complies with the Napa County General Plan, the Napa County Code, The Airport Industrial Area Specific Plan, and all other applicable regulations. There are no applicable habitat conservation plans or natural community conservation plans applicable to the property.

Mitigation Measures: None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
X. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

- a/b. The Conservation Element of the General Plan does not indicate the presence of valuable or locally important mineral resources on the project site. The proposed project would not result in a loss of a mineral resource of any value.

Mitigation Measures: None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XI. NOISE. Would the project result in:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

- a/b. The proposed project will result in a temporary increase in noise levels during the construction of the building, parking areas, and associated improvements. Construction activities will be limited to daylight hours using properly muffled vehicles. Noise generated during this time is not anticipated to be significant. The proposed project would not result in long-term significant permanent construction noise impacts or operational impacts. Furthermore, construction activities would generally occur during the period of 7am-7pm on weekdays, during normal hours of human activity. All construction activities will be conducted in compliance with the Napa County Noise Ordinance (Chapter 8.16) which will ensure that the impacts to the existing non-conforming residence are less-than-significant.
- c/d. The anticipated level of noise to occur following the completion of construction including the operation of the facility would be typical of auto dismantling/recycling or light industrial uses. The project is located within an area designated for industrial development and is not in an area where noise increases resulting from additional industrial development will impact sensitive receptors, except for the presence of the adjacent pre-existing non-conforming residence. Since the house is non-conforming, it is allowed to remain in use as a residence, although in accordance with zoning and airport land use compatibility requirements, the highest and best use of that residential property would ultimately be conversion to industrial use. In the interim period, the residence would be subject to increased noise from the surrounding industrial development. Increased noise levels resulting from occupancy of the project are required to comply with County noise standards. Compliance with County noise standards will ensure that the residence is not significantly impacted by noise increases. The design of the proposed project, together with adherence to the County Noise Ordinance, would ensure the proposed project would not result in adverse noise impacts.
- e. The majority of the project site is located within compatibility Zone D of the Napa County Airport, which is an area of common aircraft overflight. As such, persons on the project site will be exposed to noise from regular aircraft overflight. The northwest corner of the site is within Zone B, which is the approach/departure zone. Aircraft will generally be below 100-feet from the ground in this zone. Automobile parking and storage uses are considered compatible within this zone. The nature of the use is not sensitive to increased noise levels from aircraft, and is considered compatible with aircraft operations.
- f) The project is not within the vicinity of a private airstrip.

Mitigation Measures: None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XII. POPULATION AND HOUSING. Would the project:				
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

- a-c. The project site is currently vacant and includes several small vacant structures and is located in an area designated for industrial development. The proposed use is anticipated to have a maximum of 4-5 full time employees. The project will increase the number of jobs within the industrial area. However, given the size of the project, the number of jobs is considered to be relatively small compared to the overall industrial area and nearby communities; therefore this increase in jobs will not contribute to a cumulatively considerable increase in the demand for housing units within Napa County and the general vicinity. Furthermore, the County has adopted a Housing Element (certified by the State Housing and Community Development Agency) which identifies locations for new affordable housing, and adopted a development impact fee to provide funds for constructing affordable housing. The fee is paid at the time building permits are issued. This fee is charged to all new non-residential developments based on the gross square footage of non-residential space multiplied by the applicable fee by type of use as listed in Chapter 15.60.100, Table 1, and is considered to reduce housing inducement impacts to a less than significant level.

Mitigation Measures: None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XIII. PUBLIC SERVICES. Would the project result in:				
a) Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

- a. The proposed project will have a less than significant impact on public services. Public services are already provided to the site and the proposed project would not increase the demand on those public services. Fire protection measures are required as part of the development and there would be no expected impact to response time as the property has good public road access. School impact mitigation fees will be levied with the building permit application. Those fees assist local school districts with capacity building measures. The proposed project will have little impact on public parks. County revenue resulting from building permit fees, property tax increases and taxes will help meet the costs of providing public services to the property.

Mitigation Measures: None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XIV. RECREATION. Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

- a/b. The proposed project would not significantly increase the use of existing recreational facilities, nor does the proposed project include recreational facilities that may have a significant adverse effect on the environment.

Mitigation Measures: None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XV. TRANSPORTATION/TRAFFIC. Would the project:				
a) Cause an increase in traffic which 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially increase hazards due to a design feature, (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

- a-b. Weekday traffic volumes within the project vicinity consist primarily of commute traffic within the peak traffic periods, with residential, commercial, tourist, and industrial park traffic occurring throughout the day. Southern Napa County is characterized by two distinct commute traffic patterns: a Napa to Bay Area commute, and a Solano County to Napa commute. The existing traffic congestion is primarily the result of regional growth impacts. Major improvements to both Highway 29 and Highway 12 are necessary to address regional traffic congestion. As mandated by Napa County, projects within the industrial area are responsible for paying "fair share" costs to the construction of improvements to impacted roadways within the AIASP area.

Since 1990, the County has imposed and collected traffic mitigation fees on all development projects within the AIASP area. A developer's "fair share" fee goes toward funding roadway improvements within the AIASP area including improvements designed to relieve traffic on State Highways. The traffic mitigation fee is further described in Board of Supervisor's Resolution 08-20. For this project, a traffic mitigation fee based on PM peak hour vehicle trips will be imposed and collected prior to issuance of a building permit as determined by the Director of Public Works and is included as a mitigation measure, below.

The County has established that a significant traffic impact would occur if increases in traffic from a project would cause intersections or two-lane highway capacity to deteriorate to worse than LOS E, or at intersections or two-lane highway where base case (without project) is LOS F, a significant impact is considered to occur if a project increases the base volumes by more than one percent. Napa County utilizes a one percent significance threshold for the identification of significant adverse traffic impact during peak hours to travel. This threshold was directed by the Napa County Transportation Planning Agency. This factor has been used consistently as the significance determination for all recent EIR and CEQA documents within the AIASP area.

According to information provided by the applicant, the proposed project is expected to generate approximately 40 to 60 new daily two-way trips. According to the Institute of Traffic Engineers, Trip Generation, 7th Edition, 2003, General light industrial uses defined as having fewer than 500 employees with an emphasis on activities other than manufacturing and typically have minimal office space are expected to generate 6.97 daily and 0.98 p.m. peak period vehicle trips per 1,000 sq. ft. of gross floor area. Warehousing defined as primarily the storage of materials that may include office and maintenance areas are expected to generate 4.96 daily and 0.61 p.m. peak period vehicle trips per 1,000 sq. ft. of gross floor area. Based on the proposed 6,140 sq. ft. of floor area, approximately 30 to 43 to total daily vehicle trips would be generated based on warehousing or light industrial trip generation rates respectively. The proposed project would generate approximately 4

to 6 trips during the p.m. peak period based on warehousing or light industrial PM peak trip generation rates, respectively. According to information from the California Department of Transportation traffic counts taken in 2006 indicate the traffic volume at the Highway 29 Green Island Road intersection was approximately 44,500 to 49,000 average daily vehicle trips. Peak hour trips were approximately 3,650 to 4,000 vehicles. Traffic generated by this project will contribute less than 1% to the traffic levels on local roadways and intersections and to deterioration in their level of service. This less than 1% increase is considered a less-than-significant level with the payment of the "fair share" development impact fee described in Board Resolution No. 08-20, and included as a mitigation measure.

- c. The project does not have any impact on air traffic patterns.
- d/e. The project includes access from Green Island Road utilizing an existing driveway and constructing a new driveway. The driveways have been designed to comply with all County standards. The project will not result in any changes to levels of service or cause any new safety risks.
- f. The project has been designed with 23 parking spaces which should be adequate for the proposed use. The project will not result in inadequate parking.
- g. The proposed project does not conflict with any known policies or plans supporting alternative transportation.

Mitigation Measures:

- 4. Prior to County authorization of a Building Permit, the applicant shall submit payment of the Napa County's traffic mitigation fee in accordance with Board Resolution 08-20, as may be amended, of the equivalent of the vehicle trips generated by the project in the PM peak traffic period.

Method of Mitigation Monitoring: Payment of fee is required prior to the issuance of a building permit.

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XVI.	UTILITIES AND SERVICE SYSTEMS. Would the project:				
	a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	b) Require or result in the construction of a new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	c) Require or result in the construction of a new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	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 provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

- a/b. The project will not exceed wastewater treatment requirements of the Regional Water Quality Control Board and will not result in a significant impact. The project will not require construction of any new water or wastewater treatment facilities that will result in a significant impact to the environment. The project's development plans incorporate an on-site septic system and holding tank for sanitary waste. Discharges of wastewater or wash water from activities including but not limited to equipment or vehicle washing, the removal of vehicle fluids that may

contain oil, grease, metals, or other deleterious materials will be disposed of pursuant to State and local regulations. Because sanitary sewer is not available and sewage disposal (sanitary waste) is via a holding tank system, all such wastewater must be characterized and properly disposed of off site or by an on-site closed loop treatment system. If the waste stream is determined to be a hazardous waste, the waste must be stored and disposed of in accordance with the requirements of Division 20, Chapter 6.5 of the California Health and Safety Code and Title 22, Division 4, Chapter 30 of the California Code of Regulations.

- c. The proposed project includes the construction of new on-site drainage facilities. The new drainage system will be designed by a qualified engineer and is subject to review and approval by the Department of Public Works. The Department of Public Works has included conditions of approval requiring that the drainage system be designed to avoid diversion or concentration of storm water runoff onto adjacent properties.
- d. The project has sufficient water supplies to serve existing and projected needs. No new or expanded entitlements are needed.
- e. Wastewater will be treated on-site or hauled off-site to a facility with adequate capacity and will not require a new wastewater treatment provider.
- f. The proposed project will be served by a landfill with sufficient capacity to meet the projects demands. No significant impact will occur from the disposal of solid waste generated by the proposed project.
- g. The proposed project will comply with federal, state, and local statutes and regulations related to solid waste.

Mitigation Measures: None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XVII. MANDATORY FINDINGS OF SIGNIFICANCE				
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 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

- a. The project site has previously been disturbed and does not contain any known listed planted or animal species. The project will not 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 or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.
- b. The project does not have impacts that are individually limited, but cumulatively considerable as mitigated. Potential air quality, traffic and housing impacts are discussed in their respective sections above.
- c. The project does not pose any substantial adverse effects on human beings, either directly or indirectly.

NOORZAY/OSMAN AUTO DISMANTLING/SALVAGE YARD

Use Permit (File #P06-01535-UP)

APN: 058-060-004

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure	Monitoring Responsibility	Monitoring/Reporting Action and Schedule	Monitoring Compliance Complete (Name / Date)
Hazards and Hazardous Materials (Section VII)			
<p>1. All activities which generate oil, grease, metals, or other deleterious materials shall be conducted within a building or in designated areas that are paved and covered. This includes but is not limited to vehicle dismantling, and draining, collecting, segregating and storing fluids and parts such as gasoline, engine oil, transmission fluid, coolants, and batteries.</p> <p>2. Parts, dismantled vehicles, materials, and fluids shall be stored within a building or in designated areas with a permanent cover or tarp with the placement of a curb, dike or berm around the area.</p> <p>3. The designated areas shall have a minimum structural section of 5 inches of Class II Aggregate Base plus a double chip seal coat or equivalent. The designated areas shall be constructed at a minimum elevation of 8 feet above the MSL.</p>	Planning and Public Works Departments	All designated areas shall be identified on the plans submitted for building permits and shall be designed in conformance with applicable County regulations.	
Hydrology & Water Quality (Section VIII)			
<p>4. Discharges of wastewater or wash water from activities including (but not limited to) equipment washing, vehicle washing, removal of vehicle fluids that may contain oil, grease, metals, or other deleterious materials must be properly disposed of. Because sanitary sewer is not available and sewage disposal is via a holding tank system, all such wastewater must be characterized and properly disposed of off site or by an on-site closed loop treatment system. If the waste stream is determined to be a hazardous waste, the waste must be stored and disposed of in accordance with the requirements of Division 20, Chapter 6.5 of the California Health and Safety Code and Title 22, Division 4, Chapter 30 of the California Code of Regulations.</p>	Planning Department and Environmental Management	The plans submitted for building permits shall indicate vehicle and equipment wash areas and designated areas for the removal of fluids. All wastewater disposal systems shall be designed to properly dispose of potential hazardous wastes in accordance with state and local regulations	

Mitigation Measure	Monitoring Responsibility	Monitoring/Reporting Action and Schedule	Monitoring Compliance Complete (Name / Date)
5. Stormwater runoff from parking areas and other impervious surfaces shall be designed to drain through grassy swales, buffer strips, sand filters or other sediment control methods, designed by a licensed engineer, prior to being discharged into an approved drainage system.	Planning and Public Works Departments	The proposed sedimentation control methods shall be identified on the plans submitted for building permits and shall be designed in conformance with applicable County regulations.	
Transportation/Traffic (Section XV)			
6. Prior to County authorization of a Building Permit, the applicant shall submit payment of the Napa County's Traffic Mitigation fee in accordance with Board Resolution 02-029, as may be amended, of the equivalent of the vehicle trips generated by the project in the PM peak traffic period.	Public Works Department	Payment of fee is required prior to the issuance of a building permit.	

PROJECT REVISION STATEMENT

Noorzay/Osman Auto Dismantling/Salvage Yard

Use Permit (File #P06-01535

APN: 058-060-004

Napa County
Environmental Review

I hereby revise my request to include the measures specified above.

I understand and explicitly agree that with regards to all California Environmental Quality Act, Permit Streamlining Act, and Subdivision Map Act processing deadlines, this revised application will be treated as a new project, filed on the date this project revision statement is received by the Napa County Conservation, Development and Planning Department. For purposes of Section 66474.2 of the Subdivision Map Act, the date of application completeness shall remain the date this project was originally found complete.

SEE FOLLOWING COPY

Signature of Owner(s)

Interest

Print Name

NOORZAY/OSMAN AUTO DISMANTLING/SALVAGE YARD

Use Permit (File #P06-01535-UP)

APN: 058-060-004

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Napa County
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Fahim Noorzay 12-04-08
Signature of Owner(s)

Ishaq Osman 12-04-08
Interest

FAHIM NOORZAY, ISHAQ OSMAN
Print Name