

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

**Initial Study Checklist**  
**(form updated September 2010)**

1. **Project Title:** Amendments to the 1986 Airport Industrial Area Specific Plan (AIASP)
  - (a) Napa 34 Commerce Center (P11-00096-SP)(P11-00233-MOD)(P11-00235-PM)
  - (b) Gateway Commercial Center (P11-00118-SP)
  - (c) Tulocay/Made in Napa Valley (P09-00209-SP)
2. **Property Owners:**
  - (a) Napa 34 Holdings LLC, 2481 Sunrise Boulevard, Suite 200, Gold River CA, 95617
  - (b) Airport Blvd Realty LLC & LLC II, 384 Castro Street, Mtn. View CA, 94041
  - (c) Richard Long, 2395 Old Soda Springs Road, Napa CA, 94558
3. **Napa County contact person, phone number and e-mail:** Sean Trippi, Principal Planner, 253-4417, sean.trippi@countyofnapa.org
4. **Project locations and Assessor's Parcels:**
  - (a) Napa 34 Commerce Center - The project site is located on an approximately 1.2-acre portion of a 33.9 acre parcel located at the southeast corner of the intersection of Airport Boulevard and Devlin Road, within an Industrial Park: Airport Compatibility (IP:AC) zoning district. (Assessor's Parcel: 057-210-056). No Current Address, the Napa-Vallejo Highway, Napa.
  - (b) Gateway Commercial Center - The project site is located on approximately 9.8 acres on the northwest corner of the intersection of State Highway 29 and Airport Boulevard, within an Industrial Park: Airport Compatibility (IP:AC) zoning district. (Assessor's Parcels: 057-200-017, 018, 019, 023, 024, 025, & 026). 101 Gateway Road East, Napa.
  - (c) Tulocay/Made in Napa Valley - The project site is located on approximately 3.0-acres on the west side of Devlin Road, between Devlin Road and State Highway 29, approximately 310-feet north of Sheehy Court within an Industrial Park: Airport Compatibility (IP:AC) zoning district. APN: 057-250-035. 388 Devlin Road, Napa.
5. **Project Sponsor's Names and Addresses:**
  - (a) Kristen Pigman, Napa 34 Holdings LLC, 2481 Sunrise Boulevard, Suite 200, Gold River CA, 95617
  - (b) William Maston, Airport Blvd Realty LLC & LLC II, 384 Castro Street, Mtn. View CA, 94041
  - (c) Richard Long, 2395 Old Soda Springs Road, Napa CA, 94558
6. **General Plan description:** Industrial (all)
7. **Zoning:** Industrial Park: Airport Compatibility (IP:AC) (all)
8. **Project Description:**
  - (a) Napa 34 Commerce Center - Napa 34 Holdings LLC submitted an application to amend the AIASP to allow a gasoline station with an associated convenience market, coffee shop, and carwash that would be located at the southeast corner of Airport Boulevard and Devlin Road on approximately 1.2 acres of the 34 acre site. The floor area of the proposed convenience market/drive through coffee shop would total approximately 3,520 square feet, the canopy over the fuel pumps would be approximately 3,970 square feet and the carwash would be approximately 1,100 square feet. There is currently an approved use permit and tentative parcel map for the 34 acre site that includes approximately 490,500 square feet of floor area in eight buildings and 11 parcels, one for each of the eight buildings and 3 parcels for common area. Two single-story office buildings with a little more than 7,500 square feet of floor area each would be replaced by the proposed gasoline station. A gas station/convenience market was approved across the street within the Gateway Commercial Node located on the northeast corner of Airport Boulevard and Devlin Road in 1998, but has not been constructed. They have also submitted an application to modify the previously approved use permit and a tentative parcel map to create a parcel for the proposed gasoline station.

(b) Gateway Commercial Center - Airport Boulevard Realty LLC & LLC II submitted an application to amend the AIASP to allow an approximate 39,924 sq. ft. addition to an existing Marriott hotel increasing the number of rooms from 100 to 160 rooms with a concurrent reduction in the amount of other commercial space allowed on site, including approximately 12,983 sq. ft. of retail, 20,606 sq. ft. of office and 2,598 sq. ft. of restaurant. The proposal will result in a net reduction to the number of required on-site parking by 95 spaces. The Marriott hotel is located at the northwest corner of State Highway 12/29 and Airport Boulevard. The hotel is within the Gateway Commercial node and is currently limited to 100 rooms by the AIASP. The 100-room Spring Hill Suites by Marriott opened in 2009. Previous approvals within this node include approximately 122,178 square feet of retail, office and restaurant floor area contained within six buildings and a gasoline station with a convenience mart and two restaurants with drive through service. To date, only a 14,570 square foot office/bank building has been constructed on the southeast corner of Devlin Road and Gateway Road East and the 100-room hotel.

(c) Tulocay / Made in Napa Valley - In September 2009, the Board of Supervisors initiated consideration of an amendment to the AIASP that would allow additional restaurant/food service uses in conjunction with food manufacturing and catering in the Airport Industrial area. This request was initiated by County staff to address a difference of opinion between staff and Made in Napa Valley regarding staff's belief that their operations more closely resembled a restaurant rather than a tasting bar and was in violation of its use permit conditions. The owner believed that his operations were consistent with the approved conditions. Staff recommended that the Board initiate the amendment provided Made in Napa Valley assume the role of applicant, covering the costs of staff time and any necessary consultants. Staff received a deposit earlier this year from Made in Napa Valley allowing the proposed amendment to move forward. No new construction, site improvements or operational characteristics are associated with this proposal. This proposed amendment would consist of text changes only. The proposed amendment would also allow other food manufacturing facilities to establish restaurants provided the meals include food products made at the facility.

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

The Airport Industrial Area Specific Plan (AIASP) area is located in southern Napa County, south of the Napa city limits, and adjacent to the northern city limits of American Canyon. State Route 29 and Kelly Road form the eastern boundary; Green Island Road forms the southern boundary; the Napa County Airport generally forms the western boundary; and, State Route 12/29, just north of Soscol Ferry Road, forms the northern boundary. The Napa River lies to the west of the Specific Plan area. The Specific Plan area presently consists of approximately 2,285 acres of land including the approximate 800 acre Napa County airport, exclusive of approximately 660 acres that have been annexed by the City of American Canyon along the southern boundary of the Specific Plan area.

The Napa County Airport is a three runway facility with an FAA-manned air traffic control tower. The Airport is primarily a general aviation facility serving corporate and recreational users, but it has also served as a significant flight training hub in the past and continues to provide some flight training operations.

Rail freight transportation to the area is provided by the Southern Pacific Railroad. At Napa Junction, a major rail switching point connects three existing lines. A main line serving Napa County and the Napa Valley Wine Train connects with the Airport and then runs parallel with State Route 29 (CA-29) north to St. Helena. Sidings connect this line with existing industrial development within both the Napa County, the cities of American Canyon and Napa industrial parks, and with the Napa Pipe and Syar Materials properties on the east bank of the Napa River just north of the CA-29 "Southern Crossing." A second line crosses the Specific Plan area just south of the Airport and runs west into Sonoma County, where it connects with the Northwestern Pacific Railroad and the planned SMART (Sonoma Marin Area Rail Transit) passenger rail system. A third line runs east into Solano County.

Regional roadway access to the Specific Plan area is provided by CA-29, which is the main north-south arterial in Napa County. State Route 29 abuts the Specific Plan area along its eastern boundary. East-west access, connecting to U.S. Route 101 to the west and Interstates 80 and 680 to the east, is provided by State Route 12 (CA-12). CA-12 is coterminous with CA-29 along the northern and a portion of the eastern boundaries of the Specific Plan area, but makes a 90 degree turn to the east opposite Airport Boulevard, at about the midpoint of the Specific Plan area, and separates from the generally north-south running CA-29. The CA-12/ CA-29 intersection is currently at-grade and stoplight controlled, with uncontrolled right turn merge lanes at all corners save the right-hand turn from northbound CA-29 onto eastbound CA-12 (Jameson Canyon Road). Significant roadway improvements at the 12/29 intersection are envisioned in the County's Airport Industrial Area Specific Plan and are currently being designed by the California Department of Transportation. While design details are not available at this time, it is presumed that in the medium term the intersection will be replaced with a grade-separated interchange; most likely of a "tight diamond" design. CA-12 is planned to be widened from 2-lanes to 4-lanes between CA-29 and Interstate 80.

Local roadway access to the Specific Plan area, west of CA-29 is provided at signalized intersections at CA-12/29/221 and Soscol Ferry Road at the northern end of the Specific Plan area; at CA-12/29 and Airport Boulevard at about the midpoint of the Specific Plan area; and, CA-29 and South Kelly Road near the south end of the Specific Plan area. Kelly Road, north and south of CA-12, provides access to areas between the eastern boundary of the Specific Plan area and CA-29. Tower Road and Green Island Road provide additional access to general industrial areas west of CA-29, south of Fagan Creek. Airport Boulevard, which is currently a four-lane arterial parkway with a raised landscaped median with openings and left-turn pockets at public road intersections, connects the 12/29 intersection with the Napa

County Airport to the west. Devlin Road is a partially-constructed north-south road, designated as a "collector" in the Specific Plan. Devlin is in place and four lanes wide to the north of Airport Boulevard and will be extended to the south, past South Kelly Road and the American Canyon city limits and eventually to Green Island Road.

The Specific Plan area is serviced by two sewer agencies, the Napa Sanitation District (NSD) and the City of American Canyon. The NSD sewer system services the airport property and the area north of Fagan Creek. The American Canyon sewer system services the area south of Fagan Creek. With the exception of those areas designated as difficult to serve (the southwest corner of the Specific Plan area along Green Island Road and the area north of Suscol Creek) sewer service is available within a short distance of most the Specific Plan area.

The Specific Plan area is served by two water agencies, the City of American Canyon and the City of Napa. American Canyon supplies water to the majority of the Specific Plan area including the airport and the area south of Suscol Creek. The City of Napa supplies water to the small portion of the Specific Plan area north of Suscol Creek. The NSD also supplies reclaimed water for non-potable water use.

(a) Napa 34 Commerce Center

The project is proposed on an approximately 1.2 acre portion of a larger 34 acre property. The 1.2 acre project site is located in the northwest corner of the property, is relatively flat and has historically been used for cattle grazing. The 34 acre property is vacant (including the project site), containing primarily non-native grasses, with a slight gradient running primarily east to west. Very few native species occur in the study area, and many of those that do are adapted to disturbance and often considered weedy. A mature linear stand of Coast live oak exists along the southern property boundary. There is also a cluster of mature Blue Gum Eucalyptus trees located at the property's southwest corner. An unnamed seasonal drainage runs east to west across the center of the property and ultimately drains into Sheehy Creek approximately 1 mile to the northwest of the property. A formal wetland delineation was undertaken on the 34 acre property as part of the environmental review of the previously approved use permit, and 3.19 acres of the site, including the drainage and scattered locations elsewhere on the site, have been determined to be jurisdictional wetlands by the United States Army Corps of Engineers (USACE) and are being preserved. No wetlands were found on the subject 1.2 acre project site. A PG&E gas line and easement runs diagonally across the property to the south of the 1.2 acre project site.

(b) Gateway Commercial Center

The proposed hotel expansion site is located within the Gateway Commercial node which is bounded by CA-29 to the east, Airport Boulevard to the south, Devlin Road to the west and Gateway Road East and vacant property to the north. The hotel is located at the northwest corner of CA- 29 and Airport Boulevard. Access is from Gateway Road East. A use permit and parcel map have previously been approved within this node that allowed the construction of approximately 122,178 square feet of retail, office and restaurant floor area contained within six buildings and a gasoline station with a convenience mart and two restaurants with drive through service. To date, only a 14,570 square foot office/bank building has been constructed on the southeast corner of Devlin Road and Gateway Road East and the 100-room hotel. The recorded parcel map created nine parcels, one each for the hotel, gasoline station and office/bank building and the remaining six parcels for the balance of the approved development. The area between the hotel and office bank building is currently undeveloped and is relatively flat. This area has been graded/disked over the years to control weed growth and prevent fire hazards.

(d) Tulocay/Made in Napa Valley

The Tulocay/Made in Napa Valley facility is located on the front half of a 5.35 acre property between Devlin Road and CA-29, approximately 310-feet north of Sheehy Court. A use permit and tentative parcel map were previously approved allowing the construction of three buildings totaling 72,499 square feet. Two buildings, with 47,011 square feet of floor area, house the Made in Napa Valley food manufacturing facility, including approximately 3,900 sq. ft. of floor area of restaurant/kitchen/storage; and one building, with 25,488 square feet of floor area, was constructed for speculative warehouse, light industrial and office use. The Made in Napa Valley facility includes manufacturing, distribution, warehousing, corporate offices, a test kitchen, tasting area, showroom/merchandise shop, and an interior courtyard for additional product demonstration. The approval also included on-site parking for 186 vehicles and a parcel map splitting the 5.35 acre lot into two parcels consisting of approximately 3.0 acres for the Made in Napa Valley facility and approximately 2.3 acres for the speculative light industrial building, and to further divide the speculative light industrial building into four airspace condominiums with associated common area. No new construction would be required as a result of this proposal nor would any operational changes occur. Under the proposed amendment to the AIASP, other food manufacturing facilities could also establish restaurants as an accessory to the manufacturing use provided they obtained approval of a use permit or use permit modification and associated environmental review. No other applications have been filed associated with this component of the AIASP amendment applications.

In general, the three project sites and vicinity are in a developing urban area focused on industrial development. To date, most of the surrounding industrial development has been related to and generally in service of the wine industry. There are a number of office complexes, light industrial buildings, warehouse and distribution facilities, and wine making facilities nearby the three sites specific to the

proposed AIASP amendments. All three sites are in close proximity to the Napa County Airport and are located within Airport Land Use Compatibility Zone D, the Common Traffic Pattern. This is an area of frequent aircraft overflight at low elevations.

10. **Other agencies whose approval is required:** Discretionary approvals required by Napa County consist of amendments to the 1986 Airport Industrial Area Specific Plan, use permit modifications, and a tentative parcel map. The proposed projects would also require various ministerial approvals by the County including, but not limited to building permits, grading permits, and encroachment permits and lot line adjustments. Permits to connect to water and sewer utilities are required from the City of American Canyon and Napa Sanitation District, respectively. 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. The proposed project does not involve work within the State right-of-way and thus does not require an encroachment permit from the California Department of Transportation.

**Responsible (R) and Trustee (T) Agencies**

City of American Canyon  
Napa Sanitation District

**Other Agencies Contacted**

City of Napa

**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

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. <b>AESTHETICS.</b> 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 AIASP amendment for Tulocay/Made in Napa Valley would not result in any new construction, site improvements or alterations to the exterior of the existing buildings and would therefore not have a significant effect on a scenic vista or damage scenic resources, trees, rock outcroppings, or historic buildings. The proposed AIASP amendments and associated use permit modifications for Napa 34 Commerce Center and Gateway Commerce Center would not be located within an area which would damage any known scenic vista, or damage scenic resources, trees, rock outcroppings, or historic buildings. A portion of the Napa Gateway Commerce Center site has been previously developed, the remainder of the site has approved entitlements. The Napa 34 Commerce center site is currently vacant; however, it also has previously received approved entitlements. None of the sites are located within a State scenic highway or any scenic routes.
- c. The proposed AIASP amendment for Tulocay/Made in Napa Valley would not result in any new construction, site improvements or alterations to the exterior of the existing buildings and would therefore not have any visual effects. The proposed AIASP amendments and associated use permit modifications for Napa 34 Commerce Center and Gateway Commerce Center would result in new construction generally replacing previously approved buildings in both cases. Napa 34 Commerce Center and Gateway Commerce Center are located within a fairly developed portion of the AIASP area that allows a mix of office, light industrial and commercial uses intended to serve the local business park. The design aspects for both proposed developments would be consistent with the previously approved projects. The hotel expansion would include a three-story addition to the existing hotel connected by an elevated covered walkway. The exterior of the hotel is primarily stucco. The gas station would include a food mart, drive through food or coffee shop, pump island canopy and a detached carwash. The exterior of the buildings would include stucco siding and metal and glass panels consistent with the previously approved building design and exterior materials.
- d. No new lighting would result as part of the proposed AIASP amendment for Tulocay/Made in Napa Valley. The hotel addition and proposed gas station 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 downward. 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 overflown 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 Measure(s):** None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
II. <b>AGRICULTURE AND FOREST RESOURCES.</b> <sup>1</sup> Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Important (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) Conflict with existing zoning for, or cause rezoning of, forest land as defined in Public Resources Code Section 12220(g), timberland as defined in Public Resources Code Section 4526, or timberland zoned Timberland Production as defined in Government Code Section 51104(g)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use in a manner that will significantly affect timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, or other public benefits?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

- a-d. The three project sites are located within a developing industrial park. The proposals would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Important as shown on the Napa County Important Farmland Map 2004 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. None of the project sites are subject to a Williamson Act contract. According to the Napa County Environmental Resource Maps (based on the following layers – Sensitive Biotic Oak woodlands, Riparian Woodland forest, and Coniferous forest) the project site does not contain woodland or forested areas. Therefore, the proposed project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production.
- e. 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. The project will not result in the conversion of existing farmland.

**Mitigation Measure(s):** None required.

<sup>1</sup> "Forest land" is defined by the State as "land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits." (Public Resources Code Section 12220(g)) The Napa County General Plan anticipates and does not preclude conversion of some "forest land" to agricultural use, and the program-level EIR for the 2008 General Plan Update analyzed the impacts of up to 12,500 acres of vineyard development between 2005 and 2030, with the assumption that some of this development would occur on "forest land." In that analysis specifically, and in the County's view generally, the conversion of forest land to agricultural use would constitute a potentially significant impact only if there were resulting significant impacts to sensitive species, biodiversity, wildlife movement, sensitive biotic communities listed by the California Department of Fish and Game, water quality, or other environmental resources addressed in this checklist.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
III. <b>AIR QUALITY.</b> 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 checked="" type="checkbox"/>	<input 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:

- a. The proposed amendments would not conflict with or obstruct the implementation of any applicable air quality plan. The uses associated with the proposed amendments are not producers of air pollution in volumes substantial enough to result in any air quality plan conflicts. The project site lies at the southern end of the Napa Valley, which forms one of the climatologically sub regions (Napa County Sub region) 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 could result from construction activities. Construction emissions would have a temporary effect consisting 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 in Tables 8-1 and 8-2 of the May 2011 BAAQMD CEQA Guidelines. If the proposed projects adhere to these measures, then BAAQMD recommends concluding that construction-related impacts will be less than significant. These measures will be incorporated into the proposed projects as conditions of approval. In accordance with BAAQMD CEQA Guidelines, these impacts are considered less than significant.
- b. Please see "a.", above. There are no projected or existing air quality violations in the area to which this proposal would contribute. The proposed projects would not result in any violations of applicable air quality standards.
- c. The Bay Area Air Quality Management District (BAAQMD) has established significance thresholds and screening criteria for criteria pollutants and precursors, including reactive organic gas, nitrogen oxide, and ten-micron particulate matter, for both operational and construction related emissions for new development. If proposed projects meet the screening criteria in the District's screening table (BAAQMD Air Quality Guidelines, Table 3.1), the project would not result in the generation of operational or construction related criteria air pollutants and/or precursors that exceed the Threshold of Significance shown in Table 2-1. The District's screening table suggests that a hotel with 554 rooms or less and a convenience mart with gas pumps and fast food restaurants with a drive through window less than 277,000 square feet in size would not generate construction related emissions in excess of the significance criterion for criteria pollutants. A hotel with 489 rooms and a convenience mart with gas pumps and fast food restaurants with a drive through window less than 4,000 square feet in size would not generate operational related emissions in excess of the significance criterion for criteria pollutants. Additionally, the Tulocay/Made in Napa Valley manufacturing facility, including the existing restaurant, and the light industrial building would not generate operational related emissions in excess of the significance criterion for criteria pollutants which are 992,000 sq. ft. for manufacturing uses, 33,000 sq. ft. for high turnover restaurants, and 541,000 sq. ft. for light industrial uses. Construction and operation of the projects associated with the proposed AIASP amendments would therefore result in a less-than significant cumulative impact to air quality from criteria pollutant and precursor emissions.
- d/e. The BAAQMD defines public exposure to offensive odors as a potentially significant impact. No new construction, site improvements or operational characteristics are associated with the Tulocay/Made in Napa Valley AIASP amendment. The other project sites are not located in close proximity to any sensitive pollution-sensitive receptors. 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 as specified in Napa County's standard condition of approval relating to dust:

*Water and/or dust palliatives shall be applied in sufficient quantities during grading and other ground disturbing activities on-site to minimize the amount of dust produced. Outdoor construction activities shall not occur during windy periods.*

Both the Napa Gateway Plaza Phase II Final EIR and the Napa 34 Holdings Commerce Center Mitigated Negative Declaration include mitigation measures addressing air quality and construction-related impacts which are still in effect and are incorporated herein. See the attached Table II-1 Rev, Summary of Revised Impacts and Mitigation Measures for the Napa Gateway Plaza (Attachment A, Mitigation Measure C.1) and the Mitigation Monitoring and Reporting Program for the Napa 34 Holdings Commerce Center (Attachment B, Mitigation Measure 1).

**Mitigation Measure(s):** None required

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
IV. <b>BIOLOGICAL RESOURCES.</b> 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion:**

- a-d. The project sites are located within a developing industrial park. The Tulocay/Made in Napa Valley site has been built out; portions of the Gateway Plaza site have also been developed. Industrial development, as envisioned by the adopted AIASP, has been steadily replacing open fields and former grazing lands with office parks, industrial buildings, commercial uses, and vast expanses of pavement since the late 1980's. However, industrial uses in and near the Napa County Airport go as far back as World War II. The undeveloped portions of the Gateway Plaza site (hotel) and Napa 34 Commerce Center are primarily open ruderal grassland dominated by introduced grasses and forbs. Very few native species are present, and many of those are adapted to disturbance and considered weedy. There are no trees or large bushes on the proposed hotel or gas station sites.
- e. The proposal would not conflict with any local policies protecting biological resources, such as tree preservation or the County's Conservation Regulations. In accordance with the requirements of the AIASP, 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 a significant impact thereto.
- f. The proposal 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. No work will occur within the Sheehy Creek corridor or adjacent conservation easement.

Both the Napa Gateway Plaza Phase II Final EIR and the Napa 34 Holdings Commerce Center Mitigated Negative Declaration include mitigation measures addressing the protection of biological resources which are still in effect and are incorporated herein. See Attachment A (Mitigation Measures H.1 – H.3) and Attachment B (Mitigation Measures 5-10), respectively.

**Mitigation Measure(s):** None required.



	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
V. <b>CULTURAL RESOURCES.</b> 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. Research into past uses has not identified historic resources that may be present at the sites. 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. A follow-up to the two previous studies was conducted by ARS in mid 2009 associated with the previous environmental document for the Napa 34 Commerce Center (*A Cultural Resources Evaluation of APN 057-210-056 Located Southwest of the Intersection at Highway 29 and Airport Boulevard, Napa County, California*, Sally Evans, Archaeological Resource Service, June 9, 2009). The 2009 study also found no new prehistoric sites or artifacts, confirming the findings of the previous analyses. Foundational remnants of two agricultural structures, likely dating to the period between 1920 and 1950, were discovered on the property; however, the report concluded that the foundations, "are not potentially significant historic resources and do not qualify for listing on the National Register of Historic Places." The report concluded that the proposed project would not adversely affect any previously-recorded or newly-identified archaeological sites. As a result, it is not anticipated that any cultural resources are present on the site and the potential for impact is deemed to be less-than-significant. 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. The site has been previously graded when public improvements were installed. It is therefore not anticipated that any cultural resources are present on the site, and the potential for impact is considered less-than-significant. No new construction, site improvements or operational characteristics are associated with the Tulocay/Made in Napa Valley AIASP amendment. However, if resources are found during grading of the project, construction of the projects are required to cease, and a qualified archaeologist will be retained to investigate the site(s) in accordance with the following standard condition of approval that will be imposed on the projects:

*"In the event that archeological artifacts or human remains are discovered during any subsequent construction in the project area, work shall cease in a 50-foot radius surrounding the area of discovery. The permittee shall contact the CDPD for further guidance, which will likely include the requirement for the permittee to hire a qualified professional to analyze the artifacts encountered and to determine if additional measures are required. If human remains are encountered during the development, all work in the vicinity must be, by law, halted, and the Napa County Coroner informed so that the Coroner can determine if an investigation of the cause of death is required, and if the remains are of Native American origin. If the remains are of Native American origin, the nearest tribal relatives as determined by the State Native American Heritage Commission would be contacted to obtain recommendations for treating or removal of such remains, including grave goods, with appropriate dignity, as required under Public Resources Code Section 5097.98."*

d. No human remains have been encountered on the properties during past grading activities when the public improvements, hotel and Tulocay/Made in Napa 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 projects, construction of the project is required to cease, and a qualified archaeologist will be retained to investigate the site in accordance with standard condition of approval noted above.

The Napa Gateway Plaza Phase II Final EIR includes mitigation measures addressing the protection of cultural resources which are still in effect and are incorporated herein. See Attachment A (Mitigation Measure IS-C.1).

**Mitigation Measure(s):** None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
VI. <b>GEOLOGY AND SOILS.</b> 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"/>
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.
- i.) There are no known faults on the project areas as shown on the most recent Alquist-Priolo Earthquake Fault Zoning Map. As such, proposed development would result in a less than significant impact with regards to rupturing a known fault.
  - ii.) All areas of the Bay Area are subject to strong seismic ground shaking. All construction activities 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 the maximum extent possible.
  - iii.) No subsurface conditions have been identified that indicated a susceptibility to seismic-related ground failure or liquefaction. Compliance with the latest edition of the California Building Code for seismic stability would reduce any impacts to a less than significant level.
  - iv.) The Napa County Environmental Resource Maps (Landslides line, polygon, and geology layers) did not indicate the presence of landslides on the subject sites.
- b. Based upon the Soil Survey of Napa County, prepared by the United States Department of Agriculture (USDA), the hotel and gas station sites are composed of soils in the classified as Haire Loam ( 2 to 9 percent slopes) series which are characterized by slow to medium runoff with a slight hazard of erosion. This nearly level soil type is found mainly on old terraces and alluvial fans. Project approvals will require incorporation of best management practices and will be subject to the Napa County Stormwater Ordinance which addresses sediment and erosion control measures and dust control, as applicable, to ensure that development does not impact adjoining properties, drainages, and roadways. No new construction, site improvements or operational characteristics are associated with the Tulocay/Made in Napa Valley AIASP amendment.
- c/d. Pre-Quaternary deposits and bedrock underlay the project sites according to the Napa County Environmental Resource Maps (Surficial Deposits layer). Based on the Napa County Environmental Sensitivity Maps (Liquefaction layer) the project sites have 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, soils reports, prepared by a qualified Engineer will be required as part of the building permit submittals. The reports will address the soil stability, potential for liquefaction and will be used to design specific foundation systems and grading methods. No new construction, site improvements or operational characteristics are associated with the Tulocay/Made in Napa Valley AIASP amendment.

- e. No new construction, site improvements or operational characteristics are associated with the Tulocay/Made in Napa Valley AIASP amendment. The existing hotel is connected to municipal water service provided by the City of American Canyon and sewer service by Napa Sanitation District. The gas station/convenience mart will connect to municipal water service provided by the City of American Canyon and sewer service by Napa Sanitation District. "Will serve" letters have been submitted by the affected jurisdictions indicating that they have sufficient capacity to accommodate the water and wastewater demand of the projects.

The Napa Gateway Plaza Phase II Final EIR included mitigation measures addressing the geology, soils and seismicity which are still in effect and are incorporated herein. See Attachment A (Mitigation Measures F.1 and F.2)

**Mitigation Measure(s):** None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
VII. <b>GREENHOUSE GAS EMISSIONS.</b> Would the project:				
a) Generate a net increase in greenhouse gas emissions in excess of applicable thresholds adopted by the Bay Area Air Quality Management District or the California Air Resources Board which may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with a county-adopted climate action plan or another applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

- a. Construction and operation of the projects analyzed in this initial study would contribute to overall increases in Greenhouse Gas (GHG) emissions by generating emissions associated with transportation to and from the sites, emissions from energy used within the buildings, and emissions from the use of equipment. In addition, except for Tulocay/Made in Napa Valley, the projects would marginally decrease baseline carbon sequestration through the removal of existing ruderal grasses, which will be replaced by a broad range of plant materials including new trees, shrubs and ground cover. The project-specific increases in GHG emissions for the hotel expansion and gas station would be relatively modest given the increasingly stringent Title 24 energy conservation requirements, and the recently adopted 2010 Green Building Standards, both imposed as part of the building permit process.

The Bay Area Air Quality Management District (BAAQMD) has established a significance threshold and screening criteria related to greenhouse gas emissions (GHG) for new development. The District's screening table (BAAQMD Air Quality Guidelines, Table 3.1) suggests that hotels with less than 83 rooms would not generate GHG in excess of the significance criterion (1,100 metric tons of carbon dioxide equivalents per year). The Tulocay/Made in Napa Valley manufacturing facility, including the existing restaurant, and the light industrial building would not generate GHG in excess of the significance criterion which are 89,000 sq. ft. for manufacturing uses, 7,000 sq. ft. for high turnover restaurants, and 121,000 sq. ft. for light industrial uses. Since the proposed floor area is below the screening levels for similar uses in the District's Guidelines, the proposed uses discussed above would not generate GHG above the significance threshold established by the District, and further analysis (and quantification) of GHG emissions is not warranted.

- b. Cumulative increases in greenhouse gas emissions in Napa County were assessed in the Environmental Impact Report (EIR) prepared for the Napa County General Plan Update and certified in June 2008. Despite the adoption of mitigation measures that incorporated specific policies and action items into the General Plan, cumulative impacts from greenhouse gas emissions were found to be significant and unavoidable. The development levels envisioned in the AIASP informed the 2008 General Plan revision and provided a basis for the land use, air quality, traffic, and other analyses included in the General Plan EIR. Consistent with State CEQA standards (please see *CEQA Guidelines* §15183), because the project is consistent with an adopted General Plan for which an EIR was prepared, it appropriately focuses on impacts which are "peculiar to the project(s)," rather than those cumulative impacts which were previously assessed by the General Plan EIR.

The BAAQMD has additionally suggested that development projects, plans, and amendments which are compliant with a qualified climate action plan, can be assumed to have less than significant impacts with regard to greenhouse gasses. Napa County is currently developing an emission reduction plan (or "qualified climate action plan" to use BAAQMD terminology), based on an initial emissions inventory and Climate Action Framework prepared by the Napa County Transportation and Planning Agency (NCTPA) in 2009. While the emission reduction plan for unincorporated Napa County is in preparation, the County requires project applicants to consider methods to reduce GHG emissions and incorporate permanent and verifiable emission offsets, consistent with Napa County General Plan Policy CON-65(e).

Consistent with these General Plan action items, Napa County participated in the development of a community-wide GHG emissions inventory and "emission reduction framework" for all local jurisdictions in the County in 2008-2009. This planning effort was completed by the Napa County Transportation and Planning Agency in December 2009, and is currently serving as the basis for development of a refined inventory and emission reduction plan for unincorporated Napa County.

Pending adoption of the emission reduction plan, the County requires project applicants to consider methods to reduce GHG emissions consistent with Napa County General Plan Policy CON-65(e). The applicants have incorporated GHG reduction methods where feasible including: energy efficient construction techniques and heating and cooling systems, water efficient irrigation; drought tolerant and local plant materials, bicycle parking, and the use of recycled and low VOC construction materials, designs that take advantage of passive natural cooling and heating, and buildings which are designed to support the structural loads associated with roof-mounted solar arrays.

Pursuant to State CEQA Guidelines Section 15183, because this initial study assesses a project that is consistent with an adopted General Plan for which an environmental impact report (EIR) was prepared, it appropriately focuses on impacts which are "peculiar to the project," rather than the cumulative impacts previously assessed. No change to the operational characteristics of the Tulocay/Made in Napa Valley facility are associated with the proposed amendment and the relatively modest increase in emissions expected as a result of the hotel addition would be well below the significance threshold suggested by BAAQMD, and in compliance with the County's General Plan efforts to reduce emissions described above. As noted below, the Mitigated Negative Declaration for the Napa 34 Holdings Commerce Center included mitigation measures addressing GHG that are still in effect and would be applicable to the gas station proposal and are incorporated herein.

The Mitigated Negative Declaration for the Napa 34 Holdings Commerce Center concluded development of the larger property would exceed the significance criterion for GHG and included mitigation measures that are still in effect and would be applicable to the gas station proposal and are incorporated herein. See Attachment B (Mitigation Measures 2-4).

**Mitigation Measure(s):** None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>VIII. HAZARDS AND HAZARDOUS MATERIALS.</b> 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

- a. No new construction, site improvements or operational characteristics are associated with the Tulocay/Made in Napa Valley AIASP amendment. The proposed hotel expansion will not involve the transport of hazardous materials other than those small amounts normally used in construction of the building. The gas station/convenience mart permittee will be required to file a Hazardous Materials Business Plan with the Department of Environmental Management. The underground tanks will require approval by Environmental Management prior to the issuance of any associated building permit.
- b. All underground storage tanks (USTs) are subject to monitoring for leakage. All UST operating permits are issued annually by Environmental Management to verify compliance with state laws, regulations, and permit conditions. All new tanks, tank modifications/repairs, and tank removals/closures are permitted by the Environmental Management. The hotel expansion and Tulocay/Made in Napa Valley proposals would not result in the release of hazardous materials into the environment.
- c. There are no schools located within one-quarter mile from the proposed project sites.
- d. The proposed sites are not on any known list of hazardous materials sites.
- e. The project sites are located within two miles of the Napa County Airport, and are 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 sites are located within Zone D of the compatibility plan which is an area of common overflight and moderate risk. The proposed uses are compatible with the risk and noise impacts associated with properties within Zone D. The buildings have been or will be designed 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 sites are not located within the vicinity of any private airports.
- g. The existing Tulocay/Made in Napa Valley facility includes emergency vehicle access approved by the Public Works and Fire Departments. The proposed driveways that serve the gas station and hotel projects will be improved to comply with County standards and access around the buildings has been designed to accommodate fire apparatus and large trucks. The projects have been reviewed by the County Fire Department and Public Works Department and found acceptable as conditioned. Therefore, the design of the projects will not negatively impact or hinder emergency vehicle access.
- h. The projects 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 an urbanized area.

**Mitigation Measure(s):** None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
IX. <b>HYDROLOGY AND WATER QUALITY.</b> Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

- a. No new construction, site improvements or operational characteristics are associated with the Tulocay/Made in Napa Valley AIASP amendment. The proposed hotel addition and gas station/convenience mart projects will not violate any known water quality standards or waste discharge requirements. The projects will discharge into an approved storm drainage system designed to accommodate the drainage from this site. The applicants are 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 projects do not have the potential to significantly impact water quality and discharge standards.
- b. The projects are connected or will connect to municipal water provided by the City of American Canyon. No groundwater wells are associated with any of the project sites.
- c-f. The proposed projects will not substantially alter the drainage pattern on site or cause a significant increase in erosion or siltation on or off site. As noted above, no new construction, site improvements or operational characteristics are associated with the Tulocay/Made in Napa Valley AIASP amendment. The hotel addition and gas station/convenience mart will incorporate erosion control measures appropriate to maximum slopes to manage onsite surface drainage and erosion of onsite soils during construction and winter months (October to April). 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 the AIASP area. By incorporating erosion control measures, these projects would have a less than significant impact. No substantial alteration of existing drainage is anticipated to occur. There will be an increase in the overall impervious surface resulting from the new buildings, pavement and sidewalks. 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. Also, build out of both project sites has been previously approved and any associated potential impacts have been addressed. Project impacts related to drainage patterns and off-site flows are expected to be less than significant.
- g-i. According to Napa County environmental resource mapping (*Floodplain* and *Dam Levee Inundation* layers), the project sites are not located within a flood hazard area, nor would they impede or redirect flood flows or expose structures or people to flooding. The project sites are not located within a dam or levee failure inundation zone.
- j. In coming years, higher global temperatures are expected to raise sea level by expanding ocean water, melting mountain glaciers and small ice caps, and causing portions of Greenland and the Antarctic ice sheets to melt. The Intergovernmental Panel on Climate Change estimates that the global average sea level will rise between 0.6 and 2 feet over the next century (IPCC, 2007). However, the project areas are located above approximately 48-ft. measured from mean sea level. There is no known history of mud flow in the vicinity. The projects will not subject people or structures to a significant risk of inundation from tsunami, seiche, or mudflow.

Both the Napa Gateway Plaza Phase II Final EIR and Napa 34 Holdings Commerce Center Mitigated Negative Declaration included mitigation measures addressing the hydrology and water quality which are still in effect and are incorporated herein. See Attachment A (Mitigation Measures G.1 and G.2) and Attachment B (Mitigation Measures 11 and 12), respectively.

**Mitigation Measure(s):** None required

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
X. <b>LAND USE AND PLANNING.</b> 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 checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

a-c. The proposed projects would not result in the division of an established community. The proposed projects comply with the Napa County General Plan, the Napa County Zoning Ordinance and related applicable County Code sections, the Airport Industrial Area Specific Plan, the Airport Land Use Compatibility Plan, and all other applicable regulations. There are no habitat conservation plans or natural community conservation plans applicable to the subject properties or vicinity.

**Mitigation Measure(s):** None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XI. <b>MINERAL RESOURCES.</b> 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. Historically, the two most valuable mineral commodities in Napa County in economic terms have been mercury and mineral water. More recently, building stone and aggregate have become economically valuable. Mines and Mineral Deposits mapping included in the Napa County Baseline Data Report (*Mines and Mineral Deposits*, BDR Figure 2-2) indicates that there are no known mineral resources nor any locally important mineral resource recovery sites located on or near the project sites.

**Mitigation Measure(s):** None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XII. <b>NOISE.</b> 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-d. No new construction, site improvements or operational characteristics are associated with the Tulocay/Made in Napa Valley AIASP amendment. The proposed hotel addition and gas station/convenience mart projects 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 projects 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 (N.C.C. Chapter 8.16). The anticipated level of noise to occur following the completion of construction including the operation of the uses would be typical of hotels and gas station/convenience marts in an existing developing industrial park. The projects are not in an area where noise increases resulting from additional industrial development will impact sensitive receptors. The design of the proposed projects, together with adherence to the County Noise Ordinance, would ensure the proposed projects would not result in adverse noise impacts.
- e. The proposed project sites are located within compatibility Zone D of the Napa County Airport, which is an area of common aircraft overflight. As such, persons on the project sites will be exposed to noise from regular aircraft overflight. The nature of the proposed uses is not sensitive to increased noise levels from aircraft, and is considered compatible with aircraft operations. Therefore, potential impacts would be less than significant.
- f. The project sites are not within the vicinity of a private airstrip.

The Napa Gateway Plaza Phase II Final EIR included mitigation measures addressing potential construction noise which are still in effect and are incorporated herein. See Attachment A (Mitigation Measures D.1a and D.1b).

**Mitigation Measures:** None required.

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

Discussion:

- a. The projects will increase the number of jobs within the industrial park. However, given the limited size of the projects, the new jobs are considered to be relatively small compared to the overall business park 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 an affordable housing development impact fee, included as a standard condition of approval of the project, as follows;

*"Prior to County issuance of a building permit, the applicant shall pay the Napa County Affordable Housing Mitigation Fee in accordance with the requirements of County Code Chapter 18.107 or as may be amended by the Board of Supervisors."*

The fee provides funds for constructing affordable housing to off-set the cumulative existing affordable housing shortage in the County. 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 floor area of non-residential space multiplied by the applicable fee for type of use as required under Chapter 18.107, and is considered to reduce housing impacts to a less than significant level.

b/c. There are no existing homes on, or adjacent to, the project sites. The project will not result in the displacement of any housing units or people.

**Mitigation Measures:** None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XIV. <b>PUBLIC SERVICES.</b> 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. Public services are currently provided to the Airport Industrial Area, and as the subject properties have been slated for development in all relevant County land use plans for more than two decades, the additional demand placed on existing services will be both marginal and entirely foreseen. County revenue resulting from any building permit fees, property tax increases, transient occupancy tax (hotel room rentals), and taxes from the sale of wine will help meet the costs of providing public services to the property. Fire protection measures are required as part of development proposals and there would be no expected impact to response time as the area has good public road access. School impact mitigation fees will be levied with building permit applications. Those fees assist local school districts with capacity building measures. The projects will have little to no impact on public parks.

Both the Napa Gateway Plaza Phase II Final EIR and Napa 34 Holdings Commerce Center Mitigated Negative Declaration included mitigation measures addressing public services which are still in effect and are incorporated herein. See Attachment A (Mitigation Measures K.1 [A-D] and K.3) and Attachment B (Mitigation Measure 13), respectively.

**Mitigation Measures:** None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XV. <b>RECREATION.</b> 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 checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

a/b. These proposals include new development in the midst of a developing and long-planned industrial park. The projects would not significantly increase the use of existing recreational facilities nor do they include recreational facilities that would 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
<b>XVI. TRANSPORTATION/TRAFFIC.</b> 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 and/or conflict with General Plan Policy CIR-16, which seeks to maintain an adequate Level of Service (LOS) at signalized and unsignalized intersections, or reduce the effectiveness of existing transit services or pedestrian/bicycle facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the Napa County Transportation and Planning Agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 results 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) Conflict with General Plan Policy CIR-23, which requires new uses to meet their anticipated parking demand, but to avoid providing excess parking which could stimulate unnecessary vehicle trips or activity exceeding the site's capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

a-b. Weekday traffic volumes within the Airport Industrial Area and vicinity consist primarily of commute traffic within the peak traffic periods, with residential flows from nearby communities and 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 and potential cumulative impacts are primarily the result of regional growth impacts. The Metropolitan Transportation Commission (MTC) serves as the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area. The MTC created and maintains the Metropolitan Transportation System (MTS), a multimodal system of highways, major arterials, transit service, rail lines, seaports and airports. MTS facilities within the vicinity of the project site include State Routes 12, 29, 121, and 221, and Airport Boulevard. The State routes are maintained and operated by the California Department of Transportation (Caltrans.) The MTS is incorporated into MTC's 2001 Regional Transportation Plan (RTP), and is used as a guideline in prioritizing for planning and funding of facilities in the Bay Area. Major improvements to both SR-29 and SR-12 are necessary to address existing and cumulative regional traffic congestion. The RTP and the Napa County General Plan 2008 update identify roadway improvements in South Napa County to address potential cumulative impacts. These improvements include construction of a flyover ramp at SR 12/29/221 intersection, construction of a new interchange at SR 12/Airport Blvd/SR 29 intersection, widening Jamieson Canyon (SR 12) to four lanes, widening SR 29 to six lanes between south Airport Blvd and the south County line (in coordination with the City of American Canyon), and extending Devlin Road south to Green Island Road. These

improvements are not yet fully funded but are expected to be in place by 2030 addressing potential cumulative impacts in the southern part of the County.

As mandated by Napa County, projects within the industrial park are responsible for paying "fair share" costs for the construction of improvements to impacted roadways within the Airport Industrial Area (AIA). Since 1990, the County has imposed and collected traffic mitigation fees on all development projects within the AIA. A developer's "fair share" fee goes toward funding roadway improvements within the AIA 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. The traffic mitigation fee is based on PM peak hour vehicle trips and will be imposed and collected prior to issuance of a building permit as determined by the Director of Public Works. The Department of Public Works is in the process of completing an update of the Airport Industrial Area traffic mitigation fee program. That program specifically addresses, and the associated fees will mitigate, cumulative impacts at the 2008 General Plan revision sunset date of 2030. Cumulative traffic impacts at the 2030 horizon will be addressed by that larger document and are therefore not a specific subject of this review.

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 of travel. This threshold was directed by the Napa County Transportation and Planning Agency. This factor has been used consistently as the significance determination for all recent EIR and CEQA documents within the AIASP area.

Napa 34 Commerce Center - The currently approved use permit for the 34 acre site includes approximately 490,500 square feet of floor area in eight buildings including warehouse, distribution and office uses. The two single-story office buildings with a little more than 7,500 square feet of floor area each would be replaced by the proposed gas station/convenience mart. According to the traffic analysis and report (*Napa Commerce Center Light-Industrial Project Traffic Impact Analysis - Final Report*) prepared by Omni Means Engineering and Planning, February 2010, the project is anticipated to generate 412 AM peak trips and 422 PM peak trips.

Gateway Commercial Center - Previous approvals include approximately 122,178 square feet of retail, office and restaurant floor area contained within six buildings and a gasoline station with a convenience mart and two restaurants with drive through service. To date, only a 14,570 square foot office/bank building has been constructed on the southeast corner of Devlin Road and Gateway Road East and the 100-room hotel. The addition to the hotel would result in a reduction of approximately 36,000 square feet of office, restaurant and retail floor area. According to the traffic analysis in the Napa Gateway Plaza Phase II Final EIR build out of the project is expected to generate 230 AM and 405 PM peak trips which would be reduced to 144 AM and 208 PM peak trips when pass-by trips are taken into account.

A Focused Trip Generation and Site Impact Analysis and report was prepared by Omni Means, dated September 13, 2011, addressing potential traffic and circulation impacts for the proposed gas station/convenience mart and hotel development proposals compared to the previously approved projects on each of the two sites. As noted throughout this analysis, there would be no new construction or operational characteristics associated with the Tulocay/Made in Napa Valley proposal.

The report states that a portion of the overall trip generation for gas stations would be considered pass-by, in other words, existing traffic diverted from some other primary trip such as to or from one's place of work. The Institute of Transportation Engineers (ITE) indicates that for a gas station with a convenience mart 62% of the AM peak and 56% of the PM peak trips are pass-by in nature, the majority of which are employees or visitors to the business park. The proposed gas station/convenience mart would be expected to generate 54 AM and 73 PM peak trips incorporating pass-by trips. The displaced office building would have generated 23 AM and 23 PM peak trips, which when subtracted from the gas station trips would result in a net increase of 31 AM and 50 PM peak trips. The report indicates that with the proposed east-bound right turns into the gas station site from Airport Boulevard into the right in/out only driveway would increase due to the proposed change in use. There are expected to be 105 right turns into the driveway during the AM peak and 73 during the PM peak which would warrant a dedicated right turn lane on Airport Boulevard which is included as part of the project design and as a condition of approval.

The overall trip generation for the hotel addition would represent the net increase or decrease between the 60 proposed new rooms and the proportional decrease in restaurant/retail/office trip generation. A 50% pass-by rate based on ITE calculations for commercial/retail centers has been applied to the Gateway Plaza trip generation rates. The proposed hotel addition would be expected to generate 40 AM and 42 PM peak trips. According to the report, the displaced restaurant, office and retail floor area would result in a reduction of 48 AM and 84 PM peak trips, resulting in a net decrease of 8 AM and 42 PM peak trips or -8 AM and -42 PM trips.

The effect of the hotel addition and gas station/convenience mart would be a minor increase in peak hour trip generation, 23 AM and 8 PM combined peak trips which is less than the 1% threshold and is therefore less than significant. Although overall traffic operations within the Airport Industrial Area would not be significantly affected by the proposed AIASP amendments and resultant changes in land use, both the Napa Gateway Plaza Phase II Final EIR and Napa 34 Holdings Commerce Center Mitigated Negative Declaration included mitigation measures addressing potential transportation impacts associated with buildout of the larger projects. As noted above, no new construction, site improvements or operational characteristics are associated with the Tulocay/Made in Napa Valley AIASP amendment.

- c. The proposals do not have any impact on air traffic patterns.
- d/e. As noted above, the Tulocay/Made in Napa Valley is built out including driveways and street frontage improvements. Both the hotel and gas station sites have existing and/or approved driveways. The existing/approved 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. Tulocay/Made in Napa Valley is built out including all on-site parking and parking lot improvements. Parking will be provided on-site for the hotel addition and the gas station developments in accordance with County regulations. The project will not result in inadequate parking.
- g. The proposals do not conflict with any known policies or plans supporting alternative transportation.

Both the Napa Gateway Plaza Phase II Final EIR and Napa 34 Holdings Commerce Center Mitigated Negative Declaration included mitigation measures addressing potential transportation impacts associated which are still in effect and are incorporated herein. See Attachment A (Mitigation Measures B.1a - B.1c, B.2, B.5, B.6a, B.6b, and B.7) and Attachment B (Mitigation Measures 14 – 19), respectively.

**Mitigation Measures:** None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>XVI. UTILITIES AND SERVICE SYSTEMS.</b> Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion:**

- a. The project sites are within an urbanized area and connect to a publicly maintained wastewater treatment system. Tulocay/Made in Napa Valley and the hotel are currently connected to the system. The wastewater provider, Napa Sanitation District, has provided a will serve letter for the gas station/convenience mart and has found the project to be in compliance with district master plans. The District's wastewater treatment plant complies with all water quality discharge requirements, and therefore the project will comply with regional water quality control standards.
- b. The projects will not require construction of any new water or wastewater treatment facilities that will result in a significant impact to the environment. The project sites are located in an area planned for industrial development and existing water and wastewater treatment facilities have been sized to accommodate development in the Airport Industrial Area.
- c. No new construction, site improvements or operational characteristics are associated with the Tulocay/Made in Napa Valley AIASP amendment. The other development proposals will result in the construction of new drainage facilities. The new drainage systems will be designed by a qualified engineer and are subject to review and approval by the Department of Public Works. The Department of Public Works will provide

conditions of approval requiring that the drainage system be designed to avoid diversion or concentration of storm water runoff onto adjacent properties.

- d. The Airport Industrial Area receives water from the City of American Canyon which has sufficient water supplies to serve projected needs. The properties are located within an area designated for urban development by the City. The City has acquired water rights to provide adequate water for all areas within their service area, and has issued a will serve letter for the proposal. Both the Tulocay/Made in Napa Valley and hotel sites are connected to American Canyon's water system. American Canyon has issued a will serve letter for the gas station/convenience mart.
- e. See response "a." above.
- f. The Airport Industrial Area is served by a landfill with sufficient capacity to meet demands. No significant impact will occur from the disposal of solid waste generated by the proposed projects.
- g. The proposed projects will comply with federal, state, and local statutes and regulations related to solid waste.

In addition, the Napa Gateway Plaza Phase II Final EIR included mitigation measures addressing potential storm water runoff impacts and potential impacts related to water supplies which are still in effect and are incorporated herein. See Attachment B (Mitigation Measures 20 – 23).

**Mitigation Measures:** None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>XVII. MANDATORY FINDINGS OF SIGNIFICANCE</b>				
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 Tulocay/Made in Napa Valley project site has been completely developed. Portions of the hotel site have been developed. Mitigations measures have been included in the previous environmental documents for the hotel and gas station sites and are incorporated in this document. The projects 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. No historic or prehistoric resources are anticipated to be affected by the proposed projects nor will the proposed projects eliminate important examples of the major periods of California history or prehistory.
- b. As noted above mitigation measures are incorporated herein from previous environmental documents. As such, the projects do not have impacts that are individually limited, but cumulatively considerable. Potential traffic and housing impacts are discussed in their respective sections above. The projects would also increase the demands for public services to a limited extent, increase traffic and air pollution, all of which contribute to cumulative effects when future development along Highway 29 is considered. Cumulative impacts of these issues are discussed and mitigated, as necessary, in the relevant sections of this Initial study (e.g. Air Quality, Green House Gases, Population & Housing, and Transportation/Traffic.)
- c. The projects do not pose any substantial adverse effects on human beings, either directly or indirectly.