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Subsequent Initial Study/Negative
Declaration

COUNTY OF NAPA
PLANNING, BUILDING AND ENVIRONMENTAL SERVICES DEPARTMENT
1195 THIRD STREET SUITE 210
NAPA, CA 94559
(707) 253-4416

Subsequent Initial Study Checklist
(form updated February 2015)

1. **Project Title:** Walkenhorst Warehouse Addition
2. **Property Owner:** Walkenhorst, et. al.
3. **County Contact Person, Phone Number and email:** Emily Hedge, Planner II, 707-259-8226, emily.hedge@countyofnapa.org
4. **Project Location and APN:** 540 Technology Way, Napa; 057-210-022
5. **Project sponsor's name and address:** David Busby, 1808 Jefferson Street, Napa, CA 94559
6. **General Plan description:** Industrial (I)
7. **Zoning:** Industrial Park: Airport Compatibility (IP:AC)
8. **Project History:**

On March 3, 2010, the Planning Commission approved a Use permit (Use Permit P09-00153-UP) for Walkenhorst Warehouse to construct a 30,100 square foot warehouse building with ancillary office space. The warehouse was approved for a catalog sales and distribution company. The business procures personal products in bulk and sells individual packages of the same. Products are stored in bulk and repackaged upon sale and shipped via ground to customer. The approval included 132 parking spaces, six loading docks, 120 employees (60 employees at 1.5 shifts), and hours of operation Monday through Saturday from 6:00 a.m. to 7:00 p.m. The project received water and wastewater services from the City of American Canyon and Napa Sanitation District respectively.

Prior to approving the use permit the Planning Commission adopted a Mitigated Negative Declaration (MND) for the project. The initial study (IS) that informed the MND identified three potential impacts related to biological resources, population growth. The potential impacts were found to be less than significant with the incorporation of mitigation measures. A biological resources evaluation report, prepared in 2008, included a mitigation measure requiring pre-construction surveys to reduce potential impacts to nesting raptors, migratory birds and burrowing owls. A survey was conducted prior to building permit and no wildlife was found. In order to address potential impacts to population growth and traffic, the applicant was required to pay the County housing impact fee and traffic impact fee respectively. Potential impacts in all other areas discussed in the initial study were found to be less than significant.

On August 17, 2010, the Zoning Administrator approved Minor Modification P10-00189-MOD to increase the floor area of the warehouse building by adding 2,800 square feet to the building envelope and adding a 4,700 square foot second floor mezzanine. The modification also reduced the building height from 30 feet to 28 feet. The modification was found to be within the scope of the potential environmental affect assessed by the MND and no further environmental review was required.

The company has expressed a need for additional warehouse space, ancillary office space, and additional receiving/loading docks. The parcel was specifically considered and purchased by owner because it availed additional land area on the parcel for future development. The original warehouse building was designed and the site was developed in such a fashion as to accommodate a future warehouse/office building expansion.
9. **Background**

This Subsequent Initial Study evaluates the potential environmental impacts of constructing the proposed warehouse building addition and associated site improvements. Each section identifies if new environmental impacts are anticipated to result from the requested use permit modification and categorizes the potential impact as "Less than Significant", "Less than Significant with Mitigation Incorporated", or "Potentially Significant", as appropriate and based on the conclusions outlined in the corresponding discussion.

Where the 2010 IS/MND identified a potentially significant impact in a particular topic area, this Subsequent Initial Study analyzed the potential for the proposed project to intensify or lessen the severity of that identified impact. To the extent that new data to inform the discussion of each topic area has become available since preparation of the 2010 IS/MND, that information is referenced in this current document. Where this current analysis suggests that the proposed project might increase the adverse severity of a potential impact previously identified in the 2010 IS/MND, this analysis considers the extent of that increase and categorizes the potential impact as "Less than Significant", "Less than Significant with Mitigation Incorporated", or "Potentially Significant", as appropriate and based on the conclusions outlined in the corresponding discussion.

10. **Description of Project.**

The project proposes a 26,000 square foot warehouse addition to the existing approximately 37,700 square foot warehouse building. The addition is comprised of approximately 19,500 square feet of warehouse floor area, 2,000 square feet of office/restroom, and a 3,200 square foot mezzanine. The project also proposes to develop approximately 2,800 square feet of the 4,700 square foot mezzanine located in the existing warehouse building (approved under P10-00189-MOD). The proposed mezzanine development includes an office, conference room, restrooms, and a utility room. The remaining 1,900 square feet will continue to be open mezzanine space. Following the addition the total building area, including mezzanines, will be 62,350 square feet.

Proposed on-site improvements include a reconfiguration of the southern portion of parking lot, a reduction in parking spaces from 131 spaces to 98 spaces, the addition of three loading dock spaces, reconfigured fire truck access, and enhanced landscaping. The reduced number of parking spaces meets the Napa Valley Business Park Specific Plan (NVBPSP) parking requirements and is sufficient for the business owner's plan of use.

The proposed addition will be architecturally similar to the existing warehouse and will be constructed with comparable materials. The structure is 27 feet tall at the roof with a three foot parapet. The three proposed loading docks face east toward Technology Way. A landscape mound will be added near the driveway on Technology Way to assist in screening the loading docks from the street.

The project proposes changing the hours of operation from 6:00 am - 7:00 pm to 5:00 am – 7:00pm. There are no proposed changes in approved uses or number of employees.

11. **Describe the environmental setting and surrounding land uses.**

The 3.49 acre site is developed with a 37,700 square foot warehouse building, a 6-space loading dock, a 131-space parking lot, and landscaping. There is an approximately 27,000 square foot undeveloped portion of the property that is currently disturbed grasses. The remaining, undeveloped portion of the property is relatively flat. The property is surrounded by properties developed with office/light industrial/warehousing complexes.

The project site is in close proximity to the Napa County Airport, and is located in Zone D, the Common Traffic Pattern. This is an area of frequent aircraft overflight at low elevations. Sheehy Creek is located approximately 0.25 miles north of the site.

12. **Other agencies whose approval is required** (e.g., permits, financing approval, or participation agreement). Discretionary approval required by Napa County consists of a use permit. The proposed project would also require various ministerial approvals by the County including, but not limited to building permits, grading permits, and encroachment permits. 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 Engineering Services Division.

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 Wildlife. 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 Wildlife, the U.S. Fish and Wildlife Service, or the National Marine Fisheries Service.

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 SUBSEQUENT 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 SUBSEQUENT 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.

Emily Hedge
Signature

4/25/16
Date

Name: Emily Hedge, Planner II

Napa County Planning, Building and Environmental Services Department

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

Discussion:

There are new, but less than significant, environmental impacts to aesthetics, that are anticipated to result from the requested use permit modification.

- a, b. The proposed project is located within a heavily developed portion of the NVBPSP area. The location of the project within the NVBPSP is not an area which would damage any known scenic vista, or damage scenic resources, trees, rock outcroppings, or historic buildings, and the location cannot be seen from a state scenic highway. The project is approximately three quarters of a mile to the west of State Highway 12 and cannot be seen due to existing development.
- c. The proposed project is located within a heavily developed portion of the NVBPSP area which allows a mix of industrial developments. The property is located on Technology Way, a minor street interior to the business park. The property is surrounded by properties developed with office/light industrial/warehousing complexes. The 3.49 acre site is developed with a 37,700 square foot warehouse building, a 6-space loading dock, a 131-space parking lot, and landscaping. The proposed project would be developed on the approximately 27,000 square foot undeveloped portion of the property. The undeveloped portion is a disturbed graded area with some grass and small shrubs. The proposed addition will be architecturally similar to the existing building, which has a design that is consistent with development in the area. A landscape mound will be added near the driveway on Technology Way to provide partial screening of views of the loading docks from the street. The project will not substantially degrade the existing visual character or quality of the site and the surrounding areas.
- d. The building addition 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, below, the project will not create a significant impact from light or glare.

All exterior lighting, including landscape lighting, shall be shielded and directed downward, shall be located as low to the ground as possible, and shall be the minimum necessary for security, safety, or operations and shall incorporate the use of motion detection sensors to the greatest extent practical. All lighting shall be shielded or placed such that it does not shine directly on any adjoining properties, impact aircraft overflight, or impact vehicles on adjacent streets. No flood-lighting or sodium lighting of the building is permitted, including architectural highlighting and spotting. Prior to issuance of any building permit for construction two (2) copies of a detailed lighting plan showing the location and specifications for all lighting fixtures to be installed on the property shall be submitted for Planning Division review and approval. All lighting shall comply with the California Building Code.

Mitigation Measure(s): None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FOREST RESOURCES. ¹ 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:

There are no new environmental impacts to agricultural and forest resources that are anticipated to result from the requested use permit modification.

- a, b. The proposed project is located within a heavily developed portion of the Napa Valley Business Park Specific Plan (NVBPSP) area. The project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Important as shown on the Napa County GIS map (Department of Conservation Farmlands 2012 Napa County Farmlands layer). According to Napa County GIS the property is categorized as Urban and Build up Land (D). The project site is not subject to a Williamson Act contract.
- c, d. The project site is located within the NVBPSP area and is zoned Industrial Park Airport Compatibility (IP:AC), which allows warehouse, light industrial, ancillary office, and business park uses upon grant of a use permit. 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 and the surrounding properties are developed office/light industrial/warehousing complexes. The project will not result in the conversion of Farmland.

Mitigation Measure(s): None required.

¹ "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
<p>III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</p>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

There are new, but less than significant, environmental impacts to air quality, that are anticipated to result from the requested use permit modification.

a-c. The project site lies within the Napa Valley, which forms one of the climatologically distinct 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. On June 2, 2010, the Bay Area Air Quality Management District's Board of Directors unanimously adopted thresholds of significance to assist in the review of projects under the California Environmental Quality Act (CEQA). The thresholds were designed to establish the level at which the District believed air pollution emissions would cause significant environmental impacts under CEQA and were posted on the Air District's website and included in the Air District's May 2011 updated CEQA Guidelines.

On March 5, 2012 the Alameda County Superior Court issued a judgment finding that the Air District had failed to comply with CEQA when it adopted the thresholds. However, on August 31, 2013, the Court of Appeals reinstated the Air District's thresholds of significance provided in Table 3-1 (Criteria Air Pollutants & Precursors Screening Levels Sizes) which are applicable for evaluating projects in Napa County. Furthermore, Air District's 1999 CEQA Guidelines (p.24) states that projects that do not exceed a threshold of 2,000 vehicle trips per day will not impact air quality and do not require further study.

According to the Institute of Traffic Engineers, Trip Generation, 9th Edition, 2012, warehousing uses, defined as primarily the storage of goods and materials that may include office and maintenance areas are expected to generate 3.56 daily vehicle trips per 1,000 sq. ft. of gross floor area. Based on the warehousing trip generation rates the proposed 26,000 sq. ft. warehouse addition would generate approximately 93 total daily vehicle trips.

Over the long term, emission sources for the project would consist primarily of mobile sources including employee vehicles traveling to and from the site and deliveries and shipping of goods packaged at the site. The Air District's threshold of significance provided in Table 3-1 has determined that warehouses that do not exceed a threshold of 864,000 sq. ft. will not significantly impact air quality and do not require further study (BAAQMD CEQA Guidelines, May 2011 Pages 3-2 & 3-3). Given that the size of the addition is 26,000 square feet, which would result in an approximately 62,000 square foot warehouse building compared to the BAAQMD's screening criterion of 864,000 square feet for NOx (oxides of nitrogen) for warehouses, the project would contribute an insignificant amount of air pollution and would not result in a conflict or obstruction of an air quality plan.

There are no projected or existing air quality violations in this area to which this project would contribute. Nor would it result in any violations of any applicable air quality standards. The proposed project would not conflict with or obstruct the implementation of any

applicable air quality plan. Warehousing, light industrial, and ancillary office uses, as proposed, are not producers of air pollution in volumes substantial enough to result in an air quality plan conflict.

As discussed above, the project is well below the thresholds of significance. The proposed project would not result in a cumulatively considerable net increase in any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard. The proposed project would not conflict with or obstruct the implementation of any applicable air quality plan.

- d. In the short term, potential air quality impacts are most likely to result from earthmoving and construction activities required for project construction. Earthmoving and 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. The Air District recommends incorporating feasible control measures as a means of addressing construction impacts. With adherence to these relevant best management practices identified by the Air District and the County's standard conditions of project approval, construction-related impacts are considered less than significant:

"During all construction activities the permittee shall comply with the Bay Area Air Quality Management District Basic Construction Best Management Practices, as provided in Table 8-1, May 2011 Updated CEQA Guidelines:

- *Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. The Air District's phone number shall also be visible.*
- *All exposed surfaces (e.g., parking areas, staging areas, soil piles, grading areas, and unpaved access roads) shall be watered two times per day.*
- *All haul trucks transporting soil, sand, or other loose material off-site shall be covered.*
- *All visible mud or dirt tracked out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.*
- *All vehicle speeds on unpaved roads shall be limited to 15 mph.*
- *All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.*
- *Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five (5) minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations (CCR)). Clear signage shall be provided for construction workers at all access points.*
- *All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator."*

Furthermore, while earthmoving and construction on the site will generate dust particulates in the short-term, the impact would be less than significant with dust control measures 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 when average wind speeds exceed 20 mph".

- e. While the Air District defines public exposure to offensive odors as a potentially significant impact, warehouses or light industrial uses are not known operational producers of pollutants capable of causing substantial negative impacts to sensitive receptors. Construction-phase pollutants will be reduced to a less than significant level by the above-noted standard condition of approval. The project will not create pollutant concentrations or objectionable odors affecting a substantial number of people.

Mitigation Measure(s): None required

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, Coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

There are no new environmental impacts to biological resources that are anticipated to result from the requested use permit modification.

a-d. The proposed project is located within a heavily developed portion of the NVBPSP area and is surrounded by properties developed with office/light industrial/warehousing complexes. Sheehy Creek is approximately 0.25 miles north of the site. The 3.49 acre site is developed with a 37,700 square foot warehouse building, a 6-space loading dock, a 131-space parking lot, and landscaping. The proposed project would be developed on the approximately 27,000 square foot undeveloped portion of the property. The site is relatively flat with some variations in the topography at the northwest portion of the undeveloped area.

Prior to approval of the original warehouse building, a biological resources evaluation was prepared by Prunuske Chatham, Inc. in October 2008, to determine whether the site was likely to contain state or federally listed species or habitat and to recommend mitigation measures as needed. The evaluation determined that the site was highly disturbed and there was limited habitat for special-status species. Due to previous reported occurrences of wintering burrowing owls and ferruginous hawks, past breeding occurrences of Swainson's hawk and tricolored blackbird, there was a low to moderate potential for these birds to be occupying the project area's region. However, to ensure that potential impacts on breeding birds were avoided, a mitigation measure requiring construction activities to occur outside the critical breeding season, or if construction activities must occur during the normal breeding season, completion of a pre-construction survey of the site prior to commencing said construction activities was added to the project to reduce the potential impact to a level of less than significant. A pre-construction survey completed in April 2011, and concluded that no sensitive biological resources were observed. It was also recommended that the existing vegetation on site be mowed and maintained low until the breeding season ended (August 15th). The 2010 addition to the warehouse building was also found to be within the scope of the potential environmental affects assessed by the mitigated negative declaration. No further biological study was completed at the time.

As a component of the current proposed project, in June 2015, a field survey consisting of an evaluation of the undeveloped portion of the site was conducted. At the time of the survey, the vegetation on-site had recently been mowed. The undeveloped portion of the site has non-native and ruderal species which have the potential to provide limited wildlife habitat for birds, fossorial animals (e.g. gophers, moles, mice), and mammals adapted to living in developed areas (e.g. raccoons, skunks). The assessment concluded that although the site had potential habitat conditions suitable for a number of disturbance-adapted species that occur in the area, the fact that the site is bordered by industrial development on all sides has diminished the value for wildlife.

No sensitive biological resources were observed on the site during the survey. No special-status plant species, riparian habitat, wetlands

or vernal pools were found on the project site. No habitat essential for special-status animal species was found on the project site and no special-status animal species were observed on the site. Birds represent the most prominent wildlife species within developed areas and the site may support habitat for breeding birds. Vegetation on the site is continually mowed to less than 6 inches in height to discourage nesting birds from utilizing the site. If vegetation is not maintained, breeding bird surveys should be conducted as prior the any site disturbance between March 15 and August 15. To minimize any potential impacts to downstream aquatic habitats, site plans should include appropriate biofiltration features.

- e. The project would not conflict with any local policies protecting biological resources, such as tree preservation or the County's Conservation Regulations. The predominant portion of the site is developed and the undeveloped area is disturbed with little vegetation. In accordance with the requirements of the NVBPSP, new landscaping will be provided on the site. The project does not conflict with any County ordinance, and therefore is considered as not having potential for a significant impact thereto.
- f. The proposed project would not conflict with the provisions of an adopted Habitat Conservation Plans, Natural Community Conservation Plans or other approved local, regional or state habitat conservation plans.

Mitigation Measure(s): None required.

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

Discussion:

There are new, but less than significant, environmental impacts to aesthetics, that are anticipated to result from the requested use permit modification.

a-c. A portion of the project site is vacant and does not contain any structures. Research into past uses has not identified historic resources that may be present at the site. Two previous archaeological surveys, entitled A Cultural Resource Inventory of the Napa Airport Master Environmental Assessment Area, prepared by Archaeological Resource Service (ARS), dated September 1983, and A Cultural Resources Evaluation of the Napa 218" Parcel in the Napa County Airport Area, prepared by ARS, dated May 20, 1999, were conducted in the NVBPSP area and included the project site. Neither study indicated the presence of historical, archaeological, or paleontological resources.

In addition, the Napa County Environmental Resource Maps (based on the following layers – Historical sites points & lines, Archaeology sites, sensitive areas, and flags) do not identify any historical, archaeological, or paleontological resources, sites, or unique geological features on the project site. There is no information in the County's files that would indicate that there is a potential for occurrence of these resources. It is therefore not anticipated that any cultural resources are present on the site, and the potential for impact is considered less than significant. However, if resources are found during any earth disturbing activities associated with the project, construction of the project is required to cease, and a qualified archaeologist will be retained to investigate the site in accordance with the following standard condition of approval:

"In the event that archeological artifacts or human remains are discovered during construction, work shall cease in a

50-foot radius surrounding the area of discovery. The permittee shall contact the PBES Department 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 shall be contacted by the permittee 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 surrounding properties during past grading activities when the public improvements were constructed and no information has been encountered that would indicate that this project would encounter human remains. However, if resources are found during grading of the project, construction of the project is required to cease, and a qualified archaeologist will be retained to investigate the site in accordance with standard condition of approval noted above.

Mitigation Measure(s): None required.

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
VI.	GEOLOGY AND SOILS. Would the project:				
	a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
	i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	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 creating substantial risks to life or property? Expansive soil is defined as soil having an expansive index greater than 20, as determined in accordance with ASTM (American Society of Testing and Materials) D 4829.	<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:

There are new, but less than significant, environmental impacts to geology and soils, that are anticipated to result from the requested use permit modification.

- a.
 - i.) There are no known faults on the project site as shown on the most recent Alquist-Priolo Earthquake Fault Zoning Map. As such, the proposed facility would result in a less than significant impact with regards to the rupturing of a known fault.
 - ii.) All areas of the Bay Area are subject to strong seismic ground shaking. Construction of the facility 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 on the project site 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 property.
- b. Based upon the Soil Survey of Napa County, prepared by the United States Department of Agriculture (USDA), the soils in the area of development are primarily Clear Lake clay (drained) and Haire Loam, 2 to 9% slopes, in the northeast corner of the site. This soil types have slow to very slow (Clear Lake) and slow to medium (Haire) runoff and no to slight hazard of erosion. These soil types are found mainly on old terraces and alluvial fans. Given that the site is essentially flat, development on the site will be subject to the Napa County Stormwater Ordinance related to erosion control measures which would reduce any potential impacts to a less than significant level.
- c, d. According to the Napa County Environmental Resource Maps (Surficial Deposits layer) Late Pleistocene-Holocene fan deposits underlie the surficial soils on the project site. Based on the Napa County Environmental Sensitivity Maps (Liquefaction layer) the project site has low susceptibility for liquefaction. Development will be required to comply with all the latest building standards and codes, including the California Building Code that would reduce any potential impacts to a less than significant level. In addition, a soils report, prepared by a qualified Engineer will be required as part of the building permit submittal. The report will address the soil stability, potential for liquefaction and will be used to design specific foundation systems and grading methods.
- e. The project 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 increased water and wastewater demand resulting from the project.

Mitigation Measure(s): None required.

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
VII.	GREENHOUSE GAS EMISSIONS. 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:

There are new, but less than significant, environmental impacts to greenhouse gas emissions, that are anticipated to result from the requested use permit modification.

- a, b. The construction and operation of the proposed project generally will contribute to overall increases in greenhouse gas emissions. The Bay Area Air Quality Air District (BAAQMD) CEQA Guidelines Updated May 2011 has established screening criteria related to greenhouse gas emissions (GHG) for new development. In order to provide lead agencies and project applicants with a conservative indication of whether the proposed project could result in potentially significant air quality impacts.

Overall increases in Greenhouse Gas (GHG) 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. GHG emissions were found to be significant and

unavoidable in that document, despite the adoption of mitigation measures incorporating specific policies and action items into the General Plan.

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 served as the basis for development of a refined inventory and emission reduction plan for unincorporated Napa County.

In 2011, the Bay Area Air Quality Management District (BAAQMD or Air District) released California Environmental Quality Act (CEQA) Project Screening Criteria and Significance of Thresholds [1,100 metric tons per year (MT) of carbon dioxide and carbon dioxide equivalents (CO2e)]. This threshold of significance is appropriate for evaluating projects in Napa County.

During our ongoing planning effort, the County requires project applicants to consider methods to reduce GHG emissions consistent with Napa County General Plan Policy **CON-65(e)**. (Note: 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.)

The applicant proposes to incorporate GHG reduction methods including: construction of an energy star roof, installation of photovoltaic panels on the roof of the proposed addition, and installation of energy conserving lighting and water efficient fixtures. The company incorporates the use of three electric vehicles and one alternative fuel vehicle and provides bicycle incentives. Landscape improvements will meet the requirements of the state Water Efficient Landscape Ordinance (WELO) and will use recycled water from Napa Sanitation District. Application of the County's Green Building Standards and Energy Standards, as well as the requirement of "best management practices" during construction will ensure reduction in greenhouse gas emissions to a level of less than significant.

The proposed project has been evaluated against the BAAQMD thresholds and determined that the project would not exceed the 1,100 MT/yr. of CO2e. The increase in emissions expected as a result of the project will be relatively modest and the project is in compliance with the County's efforts to reduce emissions as described above. For these reasons, project impacts related to GHG emissions are considered less than significant.

Mitigation Measure(s): None required.

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
VIII.	HAZARDS AND HAZARDOUS MATERIALS. Would the project				
	a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>
	c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wild-land fires, including where wild-lands are adjacent to urbanized areas or where residences are intermixed with wild-lands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

There are new, but less than significant, environmental impacts to hazards, that are anticipated to result from the requested use permit modification.

- a. The proposed project will not involve the transport of hazardous materials other than those small amounts normally used in construction of the building. A Business Plan will be filed with the Environmental Health Division should the amount of hazardous materials reach reportable levels. However, in the event that the proposed use or a future use involves the use, storage or transportation of greater the 55 gallons or 500 pounds of hazardous materials, a use permit and subsequent environmental assessment would be required in accordance with the Napa County Zoning Ordinance prior to the establishment of the use. During construction of the project some hazardous materials, such as building coatings/adhesives/ etc., will be utilized. However, given the quantities of hazardous materials and the limited duration of construction activity, they will result in a less-than-significant impact.
- b. The project 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 site.
- d. The proposed site is not on any known list of hazardous materials sites.
- e. The project site is located within two miles of the Napa County Airport, and is therefore subject to the requirements of the County's Airport Compatibility Combination zoning district and the requirements of the Napa County Airport Land Use Compatibility Plan. The project site is located within Zone D of the compatibility plan which is an area of common overflight and moderate risk. The proposed use of the building is highly compatible with the risk and noise impacts associated with properties within Zone D. The building has also been 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. An avigation and hazard easement deed for this property was recorded in February 2011.
- f. The project site is not located within the vicinity of any private airports.
- g. The proposed driveways that serve the project will be designed to comply with County standards and access around the building has been designed to accommodate fire apparatus and large trucks. The project has been reviewed by the County Fire Department and Engineering Services Division and found acceptable as conditioned. Therefore, the design of the project will not negatively impact or hinder emergency vehicle access.
- h. The project would not increase exposure of people and/or structures to a significant loss, injury or death involving wild land fires because the project is located within an urbanized area.

Mitigation Measure(s): None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY. 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 type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

There are new, but less than significant, environmental impacts to hydrology and water quality, that are anticipated to result from the requested use permit modification.

- a. The proposed project will not violate any known water quality standards or waste discharge requirements. The project will discharge into an approved storm drainage system designed to accommodate the drainage from this site. The applicant is required to obtain a stormwater permit from the Regional Water Quality Control Board (RWQCB) which is administered in part by the County Engineering Services Division on behalf of the RWQCB. Given the essentially level terrain, and the County's Best Management Practices, which comply with RWQCB requirements, the project does not have the potential to significantly impact water quality and discharge standards.
- b. The existing structure on the property receives water provided by the City of American Canyon. The City received a request from the applicant for additional water service for the proposed 21,000 square foot warehouse addition. The property is located within the City's Extraterritorial Water Service Area, an area designated for urban development. The City has acquired water rights to provide adequate water for all areas within their service area. The City has reviewed the proposed project and determined that in order to comply with the

City's Zero Water Footprint (ZWF) Policy the applicant shall contribute to the City's water conservation fund. The City has issued a Will Serve letter for the proposal. No groundwater wells are associated with this property.

- c-d. The proposed project will not substantially alter the drainage pattern on site or cause a significant increase in erosion or siltation on or off site. The project will incorporate erosion control measures appropriate to its maximum slope to manage onsite surface drainage and erosion of onsite soils during construction and winter months (October to April). As noted above, the project is required to comply with County Engineering Services Division requirements which are consistent with RWQCB standards. These established Best Management Practices have been successfully implemented on numerous previous projects within the NVBPSP area. By incorporating erosion control measures, this project 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. Project impacts related to drainage patterns and off-site flows are expected to be less than significant.
- e. The existing storm drainage system is designed to County standards and is sized to accommodate all drainage from this site.
- f. The project includes a water quality detention and treatment basin which provides treatment of the stormwater by filtering pollutants prior to discharge into the storm drain system. There are no other factors in this project that would otherwise degrade water quality.
- g-i. According to Napa County environmental resource mapping (*Floodplain and Dam Levee Inundation* layers), the project site is not located within a flood hazard area, nor would it impede or redirect flood flows or expose structures or people to flooding. The project site is 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 area is located at approximately 25 feet above mean sea level. There is no known history of mud flow in the vicinity. The project will not subject people or structures to a significant risk of inundation from tsunami, seiche, or mudflow.

Mitigation Measure(s): None required.

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

Discussion:

There are no new land use and planning impacts that are anticipated to result from the requested use permit modification.

- a-c. The proposed project would not occur within an established community, nor would it result in the division of an established community. The proposed project complies with the Napa County General Plan, the Napa County Code, the Napa Valley Business Park Specific Plan, and all other applicable regulations. There are no habitat conservation plans or natural community conservation plans applicable to the property. No work will occur within the conservation easement along Sheehy Creek, which is located approximately 0.25 miles north of the site.

Mitigation Measure(s): None required.

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XI.	MINERAL RESOURCES. Would the project:				
	a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

There are no new impacts to mineral resources that are anticipated to result from the requested use permit modification.

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 site.

Mitigation Measure(s): None required.

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XII.	NOISE. Would the project result in:				
	a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	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:

There are new, but less than significant, noise impacts, that are anticipated to result from the requested use permit modification.

- a, b. The proposed project will result in a temporary increase in noise levels during the construction of the building, parking areas, and associated improvements. Construction activities will be limited to daylight hours using properly muffled vehicles. Noise generated during this time is not anticipated to be significant. The proposed project would not result in long-term significant permanent construction noise impacts or operational impacts. Furthermore, construction activities would generally occur during the period of 7am-7pm on weekdays, during normal hours of human activity. All construction activities will be conducted in compliance with the Napa County Noise Ordinance (N.C.C. Chapter 8.16).
- c, d. The anticipated level of noise to occur following the completion of construction including the operation of the facility would be typical of a light industrial/warehouse/distribution use in an existing industrial park. The project is located within an industrial park and is not in an area where noise increases resulting from additional industrial development will impact sensitive receptors. The design of the proposed project, together with adherence to the County Noise Ordinance, would ensure the proposed project would not result in adverse noise impacts.
- e. The proposed project site is located within compatibility Zone D of the Napa County Airport, which is an area of common aircraft overflight. As such, persons on the project site will be exposed to noise from regular aircraft overflight. The Napa County Zoning Code, section 8.16.070 Exterior noise limits, lists the maximum allowable level for Industrial areas as 75 dbA. Based on the County General Plan Community Character Element, figure CC-1: Napa County Airport Projected Noise Levels (dBA CNEL), the project site is located outside of the airport area projected to have levels of 55 dbA or greater, which is less than the maximum allowed in the Industrial area. Therefore the location of the project within the airport land use area will have a less than significant impact on people working in the project area. The nature of the uses allowed in the Industrial Park (IP) zoning is not sensitive to increased noise levels from aircraft, and is considered compatible with aircraft operations.
- f. The project is not within the vicinity of a private airstrip.

Mitigation Measures: None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XIII. POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

There are new, but less than significant, impacts to population and housing, that are anticipated to result from the requested use permit modification.

- a. The project site is currently developed with an active warehouse business. The project is not proposing an increase in employees.

Although there is no change in employees proposed, the County has adopted a Housing Element which identifies locations for new affordable housing, and adopted a development impact fee, included as a standard condition of approval, 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."

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 nonresidential space multiplied by the applicable fee by type of use as required under Chapter 18.107, of the Napa County Code 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 site. 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.	PUBLIC SERVICES. Would the project result in:				
	a) Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
	i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

There are new, but less than significant, impacts to public services, that are anticipated to result from the requested use permit modification.

- a. The proposed project will have a less than significant impact on public services. Fire protection measures are required as part of the development and there would be no expected impact to response time as the property has good public road access. School impact mitigation fees will be levied with the building permit application. Those fees assist local school districts with capacity building measures, and by law are considered full mitigation for any impacts. The project will have little impact on public parks. County revenue resulting from building permit fees, and property tax increases will help meet the costs of providing public services to the property.

Mitigation Measures: None required.

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

Discussion:

There are new, but less than significant, impacts to recreation facilities, that are anticipated to result from the requested use permit modification.

a-b. This application proposes an addition to an existing warehouse building. There is no proposal for increased employment. No portion of this project, nor any foreseeable result thereof, would significantly increase the use of existing recreational facilities. This project does not 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
XVI. TRANSPORTATION/TRAFFIC. Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system 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 type="checkbox"/>	<input checked="" 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:

There are new, but less than significant, transportation or traffic impacts, that are anticipated to result from the requested use permit modification.

a-b. Weekday traffic volumes within the project 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 State Highway 29 and State Highway 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 (recently completed), 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, except as noted above, 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 NVBPSP. Since 1990, the County has imposed and collected traffic mitigation fees on all development projects within the NVBPSP area. A developer's "fair share" fee goes toward funding roadway improvements within the NVBPSP area including improvements designed to relieve traffic on State Highways. The traffic mitigation fee is further described in Board of Supervisor's Resolution 08-20. For this project, a traffic mitigation fee based on PM peak hour vehicle trips will be imposed and collected prior to issuance of a building permit as determined by the Director of Public Works.

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 NVBPSP area.

According to the Institute of Traffic Engineers, Trip Generation, 9th Edition, 2012, warehousing uses, defined as primarily the storage of goods or materials that may include office and maintenance areas, are expected to generate 3.56 daily vehicle trips per 1,000 sq. ft. of gross floor area and 0.32 p.m. peak period vehicle trips per 1,000 sq. ft. of gross floor area. Based on the warehousing trip generation rates the proposed 26,000 sq. ft. warehouse addition would generate approximately 93 total daily vehicle trips and approximately 8 trips during the p.m. peak period based.

According to information from the California Department of Transportation traffic counts taken in 2014 indicate the traffic volume at the State Highway 12/29 intersection was approximately 43,500 to 62,000 average annual daily vehicle trips. Peak hour trips were approximately 3,550 to 5,100 vehicles. Traffic generated by this project will contribute less than 1% to the traffic levels on local roadways and intersections and to deterioration in their level of service. This less than 1% increase is considered a less-than-significant level with the payment of the "fair share" development impact fee prior to issuance of a building permit as described in Board Resolution No. 08-20, and included as a standard condition of approval, as follows:

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

- c. The project does not have any impact on air traffic patterns.
- d-e. The site is currently accessed via a driveway on Technology Way or a driveway on Technology Court. There are no additional driveways proposed as part of this project. The project proposes a redesign of the southern portion of parking lot, resulting in the reduction of parking spaces. The proposed parking layout has been reviewed and approved by the Engineering Services Division and Fire Department. The project will not result in any changes to levels of service or cause any new safety risks.
- f. The existing warehouse was designed and built with a 131 space parking lot. In order to accommodate access to the building addition, the project proposes a redesign of the southern portion of parking lot, resulting in the reduction of parking to 98 spaces. The applicant prepared a parking space analysis for the proposed project, utilizing the calculations found in the NVBPSP Section B.3.f. "Parking and

Loading Requirements” for the Light Industrial/Business Park Areas. The analysis considered the existing warehouse/manufacturing/office space, the proposed warehouse/office building addition, and the conversion of existing warehouse space (mezzanine area) to office space. The analysis determined that 88 parking spaces would be required. The proposed reduction in spaces meets the requirements of the NVBPSP. The project will not result in inadequate parking.

- g. The proposed project does not conflict with any known policies or plans supporting alternative transportation.

Mitigation Measures: None Required.

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XVII.	UTILITIES AND SERVICE SYSTEMS. Would the project:				
	a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	b) Require or result in the construction of a new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
	g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

There are new, but less than significant, impacts to utilities and service systems, that are anticipated to result from the requested use permit modification.

- a., e. The project will occur within Napa Sanitation District's Sphere of Influence and within the District's boundaries. The District has reviewed the proposed project, found it to be in compliance with district master plans, and provided a Will Serve letter. 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. Consequently the project will have a less than significant impact.
- b. The project will not require construction of any new water or wastewater treatment facilities that will result in a significant impact to the environment. The project site is located in an area planned for industrial development and existing water and wastewater treatment facilities have been sized to accommodate the proposed project.
- c. The proposed project includes the construction of new drainage facilities. The new drainage system will be designed by a qualified engineer and is subject to review and approval by the Engineering Services Division. The Engineering Services Division has included conditions of approval requiring that the drainage system be designed to avoid diversion or concentration of storm water runoff onto adjacent properties.

d. The project will receive water from the City of American Canyon. On October 23, 2007, the City adopted a Zero Water Footprint (ZWF) Policy which defines a ZWF as “no net loss of water service reliability or increase in water rates to the City of American Canyon’s existing water service customers due to requested increase demand for water within the City’s water service area”. The City prepared a Water Supply Report (WSR), incorporated herein by reference, to determine if the requested water service is consistent with City ordinance, policies and practices; whether the City’s water supply is sufficient to grant the request; and, establish a water allocation for the property. The WSR indicates that the property has a baseline footprint of 412 gallons per day (GPD) due to the existing warehouse building which has received water service since 2009. The warehouse addition would result in an anticipated total water demand of 552 GPD annualized average-day demand (AADD) and 1,080 GPD maximum day demand (MDD). The City has determined that in order to comply with the ZWF the applicant must offset the new AADD. According to the WSR, the applicant has committed to a financial contribution to the City’s ZWF Mitigation Fund which is the primary funding source for the City’s Water Conservation Program. Payment of the mitigation funds offset the property’s increased AADD. In accordance with the SWR, the City has issued a will-serve letter for water service subject to the ZWR offset described above and other conditions outlined in the City’s letter dated May 20, 2015, and incorporated as conditions of project approval.

The City has reviewed the proposed project and determined that in order to comply with the City’s Zero Water Footprint (ZWF) Policy the applicant shall contribute to the City’s water conservation fund. The project is 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.

f. The proposed project will be served by a landfill with sufficient capacity to meet the projects demands.

g. The proposed project will comply with federal, state, and local statutes and regulations related to solid waste.

Mitigation Measures: None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

a. The project site is currently developed with an approximately 37,700 square foot warehouse building with a 131-space parking lot. The property does not contain any known listed plant or animal species. The project will not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal. No historic or prehistoric resources are anticipated to be affected by the proposed project nor will the proposed project eliminate important examples of the major periods of California history or prehistory.

b. With the imposition of standard conditions of approval, the project does not have impacts that are individually limited, but cumulatively considerable. The project would increase, to a limited extent, demands for public services, traffic, greenhouse gases, and air pollution, all

of which contribute to cumulative effects when future development along State Highway 29 is considered. Cumulative impacts of these issues are discussed and addressed with standards conditions of approval, as necessary, in the relevant sections of this Initial Study (Air Quality, Greenhouse Gas Emissions, and Transportation/Traffic.)

c. The project does not pose any substantial adverse effects on human beings, either directly or indirectly.

Mitigation Measures: None required.

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XIX.	SUBSEQUENT NEGATIVE (OR MITIGATED) DECLARATION				
a)	Are substantial changes proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Are substantial changes proposed in the project which will require major revisions of the previous EIR or negative declaration due to a substantial increase in the severity of previously identified significant effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Have substantial changes occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Have substantial changes occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to a substantial increase in the severity of previously identified significant effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	Has new information of substantial importance been identified, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted which shows any of the following				
i)	The project will have one or more significant effects not discussed in the previous EIR or negative declaration.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii)	Significant effects previously examined will be substantially more severe than shown in the previous EIR.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii)	Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents have declined to adopt the mitigation measure or alternative.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv)	Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents have declined to adopt the mitigation measure or alternative.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a-e. The 2010 IS/MND identified three potential impacts related to biological resources, population growth, and traffic. The potential impacts were found to be less than significant with the incorporation of mitigation measures. Potential impacts in all other areas discussed in the Initial Study were found to be less than significant. The applicant subsequently implemented the required mitigation measures (pre-construction survey for birds, payment of the County housing impact fee, and payment of the County traffic impact fee). There are no outstanding mitigation measures.

Based on the analysis in the sections above, no new significant environmental effects have been identified, the proposed warehouse building addition and site improvements would have less than significant environmental effects, and none of the potential impacts identified in the 2009 IS/ND would be substantially more severe than was considered in that earlier document. Since the original IS was

adopted and the project originally entitled in 2010, additional requirements and regional threshold have been recommended in order to assist in the analysis of potential air quality emissions; however, as described in the Air Quality and Greenhouse Gas sections of this Subsequent Initial Study, air pollutants and emissions associated with the proposed building addition would be less than significant and below the regional thresholds identified in those respective discussions.

Mitigation Measures: None required.