

ATTACHMENT A
TABLE II-1 Rev
SUMMARY OF REVISED IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
Significant and Unavoidable Impacts (Significant, with Mitigation, or Not in Lead Agency's Control)		
None Identified.		
B. Transportation, Circulation, and Parking		
B.1: Traffic generated by the proposed project would affect traffic levels of service at local intersections in the project vicinity in 2010.	Significant Impacts (Reduced to Less Than Significant, with Mitigation)	
<u>[Inadvertently omitted from Table II-1 in the Draft EIR]</u>		
B.1a: The LOS F conditions at the signalized intersection of SR 12-29 / Airport Boulevard – Jameson Canyon Road (SR 12), which would prevail during the a.m. and p.m. peak hours under 2010 Base Case conditions, would worsen with the addition of traffic generated by the project. The project-generated increases in vehicle volumes would exceed the one-percent threshold of significance.		
The addition of project traffic would increase the intersection volumes by 1.6 percent and 2.0 percent during the a.m. and p.m. peak hour, respectively. One manifestation of this increase would be adding traffic to the left turn lane on the northbound SR 29 approach to Airport Boulevard which would already have 95th percentile Base Case queues exceeding the length of the existing left turn pocket.		
B.1: Traffic generated by the proposed project would affect traffic levels of service at local intersections in the project vicinity in 2040.		
B.1a: Monitor volumes and LOS at this intersection annually. When AM & PM LOS reaches LOS F and calculated project trips constitute greater than a one percent of total volumes or begin adding traffic to northbound left turn 95th percentile queues that are exceeding the length of the existing turn pocket, the improvement shall be required. Provide a second left turn lane on the northbound SR 29 intersection approach and make both lanes 650 feet long. In addition, provide an additional lane on the westbound Jameson Canyon Road intersection approach. The westbound approach would be striped as an exclusive left turn lane, a shared left / through lane, an exclusive through lane and a free right turn lane. A second westbound departure lane on Airport Boulevard would also be required to accommodate traffic from both improvements. Free right turn movements on the southbound SR 29 intersection approach would need to be signal controlled with provision of the second westbound departure lane. The improvement will require an encroachment permit from Caltrans.	Less than Significant	
Annual monitoring data and a copy of the applicant encroachment permit application(if required) shall be provided to the County Public Works Department and NCTPA. If Caltrans is in the design and/or implementation stages for the intersection improvements for 12/29, the applicant shall pay a fair share allocation for the cost of improvements as described in mitigation B.2 instead of proceeding with the new left turn lane. If Caltrans is in the design and/or implementation stages for the intersection improvements for 12/29, then the fair share allocation for the cost of improvements stated in the above mitigation shall go towards the Caltrans scheduled improvements.		

TABLE II-1 Rev (continued)
SUMMARY OF REVISED IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
	After implementation, the intersection would operate at LOS DE <u>EF</u> (51.470-9-seconds of delay) during the a.m. peak hour, and at LOS EF <u>FF</u> (71.284-4-seconds of delay) during the p.m. peak hour (both of which would be better than Base Case conditions) See Figure IV.B-15 in Appendix C.	
B.1b: The LOS F conditions on the side-street stop-controlled approach at the unsignalized intersection of <i>Soscol Ferry Road / Devlin Road</i>, which would prevail during the p.m. peak hour under 2010 Base Case conditions, would worsen with the addition of traffic generated by the project. The project-generated increases in vehicle volumes would exceed the one-percent threshold of significance.	B.1b: Provide a fair share contribution towards the following improvements (potentially via the project's off-site traffic impact fee): • Signalize the intersection (traffic signal Warrant 3 would be warranted under 2010 Base Case). • Provide an exclusive left turn lane on the westbound Soscol Ferry Road approach (2010 Base Case volumes would warrant provision of a left turn lane). • Provide a second lane on the Devlin Road intersection approach (stripe as one right turn lane and one left turn lane) if this improvement has not been completed as part of the Montalcino project. • Provide an exclusive right turn lane on the eastbound Soscol Ferry intersection approach.	Less than Significant
B.1c: The LOS F conditions on the side-street stop-controlled approaches at the unsignalized intersection of <i>Devlin Road / Gateway Drive</i>, which would prevail during the p.m. peak hour under 2010 Base Case conditions, would worsen with the addition of traffic generated by the project. The project-generated increases in vehicle volumes would exceed the one-percent threshold of significance.	B.1c: Provide one of the following three measures. A) The developer shall install the signal by completion of the project. The signal will only be activated when warranted. The developer shall receive fair share reimbursement from any new local area development served by Gateway Drive East or Gateway Drive West whose traffic will also benefit from the signal. —or— B) The developer shall pay the County the full cost of providing a signal. The County will install and activate the signal when warranted. The developer shall receive fair share reimbursement from any new local area development served by Gateway Drive East or Gateway Drive West whose traffic will also benefit from the signal. —or— C) The County will adjust its traffic impact fee program for	Less than Significant

TABLE II-1 Rev (continued)
SUMMARY OF REVISED IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
	the airport area to include a signal at the Devlin Road/Gateway Drive intersection. Improvements at this intersection are currently not included in the fee program. The developer will pay the appropriate traffic impact fee. All-way-stop control may be considered as an interim measure at this intersection if there is a delay in providing a signal between the time it is warranted and approved by the County and when full funding has been collected from local development.	
B.2: The LOS F conditions on Jameson Canyon Road, which would prevail during the p.m. peak hour under 2010 Base Case conditions, would worsen with the addition of traffic generated by the project. The project-generated increases in vehicle volumes would exceed the one-percent threshold of significance.	B.2: Provide a fair share contribution toward the widening of Jameson Canyon Road within Napa County from two to four lanes.	Less than Significant with widening of Jameson Canyon Road. The impact would remain significant and unavoidable until widening is completed.
<u>[Inadvertently omitted from Draft EIR Table II-1]</u>	<u>[Inadvertently omitted from Draft EIR Table II-1]</u>	<u>Less than Significant</u>
B.5: The proposed project would generate a demand for parking.	B.5: Require retail and restaurant employees to park at the east end of the project site in order to provide available spaces for customers within convenient walking distances of retail, restaurant and banking activities. <u>Require signs to be posted for employee parking area. Require that the full project parking lot be equipped with lighting and other security features, such as video surveillance.</u>	
B.6: The proposed project would generate traffic flow to/from and within the project site.	B.6a: Prohibit north-to-southbound U-turns at the Devlin Road / Gateway Drive (East and West) intersection, and install signage internal to the Gateway Phase I and II parking areas directing all drivers destined for Airport Boulevard to exit the site via the Gateway Drive East driveways. B.6b: Either eliminate landscaping at the end of parking bays and in the vicinity of internal intersections—or—maintain landscaping in the vicinity of internal intersections and at the end of parking bays so that driver sight lines would not be blocked.	Less than Significant
B.7: The project would create potential conflicts among vehicles on roadways in the project vicinity.	B.7: Implement Mitigation Measure B.6a	Less than Significant
C. Air Quality and Meteorological Conditions		
C.1: Construction activities would generate substantial amounts of dust, which would result in potential health and visibility impacts in the project vicinity.	C.1: During construction, the project sponsor shall require the construction contractor to implement the following measures required as part of BAAQMD's basic and enhanced dust control procedures required for sites larger than four acres.	Less than Significant

TABLE II-1 Rev (continued)
SUMMARY OF REVISED IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
	These include: • Water all active construction areas at least twice daily; • Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer); • Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites; • Sweep daily (preferably with water sweepers) all paved access roads, parking areas, and staging areas at construction sites; • Sweep streets daily (preferably with water sweepers) if visible soil material is carried onto adjacent public streets; • Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more); • Enclose, cover, water twice daily or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.); • Limit traffic speeds on unpaved roads to 15 miles per hour; • Install sandbags or other erosion control measures to prevent silt runoff to public roadways; and, • Replant vegetation in disturbed areas as quickly as possible.	
D. Noise		Less than Significant
D.1: Construction activities associated with the proposed project would intermittently and temporarily generate noise levels above existing ambient noise levels, and that could potentially result in daytime sleep disturbance of hotel patrons.	D.1a: Project construction contractor(s) shall ensure that all construction equipment is outfitted and maintained with noise-reduction devices such as mufflers to minimize construction noise. All internal combustion engines should be operated with exhaust and intake silencers. D.1b: To minimize noise effects on nearby receptors during noise-sensitive periods and to ensure consistency with the construction hourly limits set forth in the Napa County Code, construction activities shall be restricted to between the hours	

TABLE II-1 Rev (continued)
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F. Geology, Soils, and Seismicity	of 7:00 AM and 7 PM, Monday through Sunday.	
F.1: The proposed project could expose people or structures to seismic hazards such as ground shaking and earthquake-induced settlement.	F.1: The project sponsor shall review and update the Phoenix Geotechnical Investigation (2000) based on the updated project and any new information. Engineering recommendations and design criteria provided in the updated or new geotechnical investigation shall be implemented as part of the project. Design criteria shall comply with applicable local codes and requirements as well as the California Building Code.	Less than Significant
F.2: The project would be subjected to hazards related to expansive soils and settlement	F.2: Implementation of Mitigation Measure F.1.	Less than Significant
G. Hydrology and Water Quality		
G.1: Construction at the project site could result in increases in sedimentation of stormwater run-off from the project site.	G.1: The applicant shall comply with all Regional Water Quality Board provisions. A copy of the Notice of Intent (NOI) and Storm Water Management Plan (SWMP) shall be provided to the Planning Department, prior to the issuance of any permit.	Less than Significant
G.2: Project operations would increase local storm runoff volumes due to increased impervious surface area. Discharge of collected storm runoff could cause local flooding at discharge points in downstream areas. The storm runoff could also result in increased nonpoint source pollution to local water resources.	G.2: The project sponsor shall develop a storm drainage management plan for the proposed project. The plan shall demonstrate, to the satisfaction of the Napa County Public Works Department and the Napa County Flood Control District that the proposed drainage system will be sufficient to accommodate increased flows from the project and will be able to comply with all applicable local water quality policies and ordinances.	Less than Significant
H. Biological Resources / Wetlands		
H.1: Construction of the project may result in permanent and temporary impacts to potential wetlands under the jurisdiction of the U.S. Army Corps of Engineers under Section 404 of the CWA and the San Francisco Bay Regional Water Quality Control Board under Section 401 of the CWA.	H.1a: A preliminary identification of potentially jurisdictional areas was conducted in 2005 and final determinations will occur prior to construction on any potential wetlands. <u>The ultimate determination shall be made by the Army Corp of Engineers.</u> - U.S. Army Corps of Engineers (Corps): <i>Section 404</i>. Permit approval from the Corps shall be obtained for the placement of dredge or fill material in waters of the U.S. - Regional Water Quality Control Board (RWQCB): <i>Section 401 Water Quality Certification</i>. Certification that the project will not violate state water quality standards is	Less than Significant

TABLE II-1 Rev (continued)
SUMMARY OF REVISED IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
	required before the Corps can issue a 404 permit. H.1b: If required by permits and authorizations for the project (issued by the Corps, RWQCB, and/or the County), the project sponsor shall provide compensatory mitigation for temporary and/or permanent impacts jurisdictional wetlands. If deemed appropriate by the permitting agencies, mitigation can be provided through a donation of funds for off-site wetland restoration. If required, compensatory mitigation will be provided at a minimum of 1:1:1 ratio. A Corps permit would be required for temporary or permanent construction within any wetlands or waters of the U.S. (unless deemed by the Corps to be isolated, i.e., not connected to navigable waters of the U.S.), as well as a Water Quality Certification from the RWQCB. These agencies may require the preparation of a wetland enhancement plan, subject to their approval, as a condition for the issuance of necessary permits. Conditions may include replacing lost wetlands at a ratio determined by the Corps and/or the RWQCB and less than that indicated in Mitigation Measure H.1b. Compensatory mitigation for the loss of wetlands will be provided at a minimum 1:1:1 ratio through one or more of the following methods: • <i>On site restoration or creation:</i> If feasible, the project sponsor will provide onsite mitigation through the creation or restoration of wetlands. Restoration and creation • <i>Off-site mitigation:</i> The project sponsor may also provide mitigation for wetland impacts off-site • <i>Contribution of Funds to a mitigation bank:</i> The project sponsor may also provide mitigation through the contribution of funds to a mitigation or conservation bank. The bank shall be provide in-kind or higher functioning wetlands than those impacted by the project. The bank shall also be acceptable to the County and other permitting agencies as outlined in permits and agreements issued for the project. • A restoration or mitigation monitoring plan shall be prepared.	
H.2 Construction activities could adversely affect nesting raptor and other nesting birds protected under the Migratory Bird Treaty	H.2: Prior to the start of any construction activity, a qualified biologist shall conduct pre-construction surveys to determine	Less than Significant

TABLE II-1 Rev (continued)
SUMMARY OF REVISED IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
Act and California Fish and Game Code 3503.4. The shrubs and annual grassland habitat provide potential habitat for nesting birds including, California horned lark and loggerhead shrike. Disturbances from construction activities and increased human presence could cause nest abandonment and death of young or loss of reproductive potential at active nests located near the project site.	the presence or absence of nesting activity for birds and raptors, including, but not limited to California horned lark and loggerhead shrike. If active nests are found, then a 250 - 300 foot of the exclusionary area shall be established for raptors, and a 75-foot exclusionary area for other bird species. Nests will be monitored by a qualified biological monitor. If nesting birds show signs of distress or changes in behavior, then the work within the vicinity of the active nest will cease. The buffer/exclusionary areas may be increased after a period of inactivity to allow the birds to resume normal behavior. If nesting birds show no change in behavior, the work may continue. Exclusionary areas shall remain in affect until young have fledged and left the nest.	Less than Significant
H.3: Construction activities could adversely affect Swainson's Hawk if individual hawks were to occur within the project vicinity. The project site does not provide preferred nesting habitat for this species. And although not known to occur in Napa County based on CNDDB records search (CNDDB, 2005), the annual grassland habitat within the project area does provide potential foraging habitat for this species. Construction activities have the potential to result in incidental take of this species if individual hawks occurred in the project area.	H.3: For construction activities during Swainson's hawk nesting season (February through September) a qualified biologist shall conduct a pre-construction survey no more than two weeks before the start of construction. If Swainson's hawk are observed during surveys, the applicant shall implement the CDFG Avoidance Guidelines for Swainson's hawk and coordinate with CDFG to determine whether potential impacts to Swainson's hawk nesting or foraging habitat would be considered significant. If there nesting Swainson's hawks are present within 1,320-foot buffer areas surrounding the project site, construction will be delayed until the CDFG has been consulted to determine suitable avoidance measures. A potential avoidance measure may include delaying all construction activity within 1,320 feet of an active Swainson's hawk nest until the adult and/or juvenile hawks are no longer using the nest as the center of their activity. If required by CDFG, the applicant shall also prepare a project-specific Swainson's hawk Mitigation Plan that outlines measures to avoid and reduce impacts to this species and mitigate for unavoidable impacts. The objective of the Mitigation Plan shall be to implement measures that assure protection for Swainson's hawks. Impacts and mitigation shall be developed that general complies with CDFG's Staff Report Regarding Mitigation for Impacts to Swainson's Hawks (Buteo swainsoni) in the Central Valley of California. The report outlines measures to mitigate for loss of Swainson's hawk foraging habitat including replacement of habitat according to the following: Replacement of foraging habitat at a ratio of 1.5:1 within one	Less than Significant

TABLE II-1 Rev (continued)
SUMMARY OF REVISED IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
	mile of a nest tree Replacement of foraging habitat at a ratio of 0.75:1 within one to five miles of a nest tree Acquisition in fee and/or placement of a conservation easement over suitable mitigation lands and establishment of an endowment for conservation of such lands in perpetuity The applicant shall propose alternative mitigation strategies that provide equal or greater protection of Swainson's hawks and which also expedite project environmental review or issuance of CESA Management Authorization.	
I. Aesthetics		
I.1: Construction of the proposed project would create temporary aesthetic nuisances associated with project construction and grading activities.	I.1: The project shall incorporate in to all construction contracts for the proposed project and ensure implementation of the following measures: • Main construction staging areas and the storage of large equipment shall occur on the west end of the property, away from the highway, where it would be least visible from the surrounding roads and the highway. • Construction staging areas shall be on-site and remain clear of all trash, weeds and debris etc. Construction staging areas shall be located away from SR 29/12 to minimize visibility from public view to the extent feasible.	Less than Significant
K. Public Services and Recreation Facilities		
K.1: The proposed project would increase the demand for fire protection and emergency medical services, potentially requiring additional personnel. The project would not involve or require new or physically altered government facilities in order to maintain acceptable service ratios, response time, or other performance objectives for fire protection services.	K.1: The County shall require the project sponsor to demonstrate to the satisfaction of the Fire Marshal that adequate equipment and staffing are available to serve the project from the Greenwood Fire Station. As outlined by the Department, options include A. The project shall be required to have provided supplemental funding through CSA#3 for an additional 2.0 staffing at the Greenwood Fire Station. 2.0 staffing equates to 6 full-time fire fighter positions and represents approximately \$560,000 in staffing costs (2003/04-budget year). B. An Automatic Aid Agreement between the American	Less than Significant

**TABLE II-1 Rev (continued)
SUMMARY OF REVISED IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
	Canyon Fire Protection District (ACFD) and County of Napa Fire Departments has been executed wherein ACFD will provide Truck Company services. ACFD has indicated that the project shall pay a one time mitigation to ACFD for use of the truck. The mitigation fee is fifty cents (\$0.50) for every square foot of construction on the third story. This fee on the third and additional stories is required for all three or more story structures built in ACFD's jurisdiction. C. In absence of an Automatic Aid Agreement for Truck Company services, the project shall obtain a 100-ft. aerial ladder truck, and provide 4.0 staffing through supplemental funding to CSA#3. The permittee shall be entitled to reimbursement for the cost of the fire truck from other high occupancy (R1 and occupancies) uses that receive building permits in the future. It is estimated that a 100-ft. aerial truck will cost approximately \$1,000,000 and annually (2005) staffing costs for 4.0 staffing is approximately \$1,200,000. D. The permittee may request an alternative form of funding and/or services equivalent to an additional 2.0 staffing and Truck Company services at the Greenwood Fire Station, which shall be subject to review and approval by the Fire Marshal.	
K-3: Implementation of the project could not result in increased student enrollment, but would not result in the need for new or physically altered public school facilities.	K.3: Pursuant to the Leroy F. Greene School Facilities Act of 1998, the project sponsor shall be required to contribute its fair-share in student impact fees. The Leroy F. Greene School Facilities Act of 1998, established by Senate Bill 50 (SB 50), prohibits local agencies, such as the County of Napa, from denying land use approvals on the basis that public school facilities are inadequate. The Act establishes the CEQA-mandated mitigation measure for impacts to schools in the form of a required impact fee, which in the case of NVUSD is \$0.33 per square foot for of commercial space. Need a discussion on how many increased students per new employees project generates. Using this calculation and assuming the construction of 174,984 square feet of commercial space, the proposed project would be required to contribute approximately \$57,750	Less than Significant

**TABLE II-1 Rev (continued)
SUMMARY OF REVISED IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
	in student impact fees to the NVUSD. This would help offset any potential impacts to school facilities from the proposed project. Payment of these required fees is the mandated mitigation measure for impacts to affected public schools under CEQA. Because the project sponsor would be required to comply with SB 50, the project's potential impact on schools would be less than significant.	
L. Utilities and Service Systems		
L.4: Construction and operation of the proposed project would result in an increase in stormwater runoff and create a need for additional utilities or services.	L.4: Implementation of Mitigation Measure G.2.	Less than Significant
<u>Impact and Mitigation Measure Identified in the Initial Study</u>		
<u>[Impact added to Draft EIR Summary Table]</u>		
Vb) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 815064.5?	<u>[Mitigation Measure added to Draft EIR Summary Table: Revisions shown to Initial Study text]</u> IS-C.1: All recommendations contained in the Survey shall be followed and strictly adhered to. In order to accomplish a smooth flow of project operations, the following procedures shall be applied in the event that potentially significant historical and cultural resources or human burials are found during project implementation:	Less than Significant
Vd) Disturb any human remains, including those interred outside of formal cemeteries?	- The applicant shall retain a qualified archaeologist during all construction activities. Monitoring will consist of directly watching the major excavation process. Monitoring will occur during the entire workday, and will continue on a daily basis until a depth of excavation has been reached at which resources could not occur. This depth is estimated as usually about five feet below grade at the beginning of the project, but may require modification in specific cases and will be determined by the monitoring archaeologist based on observed soil conditions. - Spot checks will consist of partial monitoring of the progress of excavation over the course of the project. During spot checks, all spoils material, open excavations, recently grubbed areas, and other soil disturbances will be inspected. The frequency and durations of spot checks will be based on the relative sensitivity of the exposed soils and active work areas. The monitoring archaeologist will determine the relative sensitivity of the project.	

TABLE II-1 Rev (continued)
SUMMARY OF REVISED IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
	- If prehistoric human interments (human burials) are encountered, project shall be modified to allow the artifacts or features to be left in place or the archaeological consultant should undertake the recovery of the deposit feature. Significant cultural deposits are defined as archaeological features or artifacts that associate with the prehistoric period, the historic era Mission and Pueblo Periods and the American era up to 1900. - Whenever the monitoring archaeologist suspects that potentially significant cultural remains or human burials have been encountered, all work within 50 feet of the area of discovery shall cease, and if the monitoring archaeologist suspects that potentially significant human burials have been encountered, all work in the vicinity must, by law, be halted. The piece of equipment that encounters the suspected deposit shall be stopped and the excavation inspected by the monitoring archaeologist. If the suspected remains prove to be insignificant or of a non-cultural origin, work will recommence immediately. If the suspected remains prove to be part of a significant deposit, all work shall be halted in that location until removal has been accomplished. - If human remains (burials) are found, the County Coroner must be contacted so that they (or a designated representative) can evaluate the discovered remains. If the remains are of Native American origin, the nearest tribal relatives, as determined by the State Native American Heritage Commission, shall be contacted to obtain recommendations for treating or removing such remains, including grave goods, with appropriate dignity, as required by Public Resources Code Section 5097.98 <u>implement proper contacts with pertinent Native American representatives.</u> - Equipment stoppages will only involve those pieces of equipment that have actually encountered significant of potentially significant cultural resources and shall not be construed to mean a stoppage of all equipment on the site unless the cultural deposit covers the entire project area or involves <u>potentially significant human burials.</u> - During temporary equipment stoppages brought about to	

TABLE II-1 Rev (continued)
SUMMARY OF REVISED IMPACTS AND MITIGATION MEASURES

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
	examine suspected remains, the archaeologist shall accomplish the necessary tasks with all due speed. If work occurs in the Caltrans right-of-way and an inadvertent discovery is made of a sub-surface archaeological or burial site, Caltrans' District 4 Cultural Resources Study Office shall be immediately contacted.	

Less Than Significant, and as noted, Beneficial or No Impacts (No Mitigation Required)

A. Land Use, Plan, and Policies

A.1: The project would result in a change in land uses on the project site and would be consistent with applicable General Plan policies, Airport Industrial Area Specific Plan policies, and the Napa County Airport Land Use Compatibility Plan, and would not divide an established community.

None Required.

A.2: The proposed project, together with other developments in the immediate vicinity, would not contribute to potential cumulative land use incompatibilities.

None Required.

A.3: The project would not conflict with an applicable habitat conservation plan or natural community conservation plan.

None Required.

B. Transportation, Circulation, and Parking

B.3: Traffic generated by the proposed project would affect traffic levels of service at local intersections in the project vicinity in 2030.

None Required.

B.4: Traffic generated by the proposed project would affect traffic levels of service on Jameson Canyon Road in 2030.

None Required.

~~B.5: The proposed project would generate a demand for parking.~~

C. Air Quality and Meteorological Conditions

C.2: The project's operation would result in an increase in criteria air pollutant emissions.

None Required.

C.3: Mobile emissions generated by project traffic would increase carbon monoxide concentrations at intersections in the project vicinity.

None Required.

TABLE II-1 Rev (continued)
SUMMARY OF REVISED IMPACTS AND MITIGATION MEASURES

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C.4: The proposed project together with anticipated future development in the area, could result in long-term traffic increases and could cumulatively increase regional air pollutant emissions and conflict with or obstruct implementation of the Bay Area Clean Air Plan.	None Required.	
D. Noise		
D.2: Noise from project-generated traffic would not significantly increase roadside ambient noise levels.	None Required.	
D.3: The proposed project, together with anticipated future development in the area as well as the Napa Valley in general, could result in long-term traffic increases that could cumulatively increase noise levels.	None Required.	
E. Airport Hazards		
E.1: The project's operations would result in an increase in the risk of exposure to airport-related hazards for people residing or working in the project area.	None Required.	
F. Geology, Soils, and Seismicity		
F.3: Construction of the proposed project could result in soil erosion during excavation, grading, and construction activities.	None Required.	
G. Hydrology and Water Quality		
G.9: The increased construction activity and new development resulting from the project, in conjunction with population and density of other foreseeable development in the County, would not result in cumulative impacts with respect to hydrology and water quality	None Required.	
H. Biological Resources / Wetlands		
H.4: The project would result in disturbance to, or direct mortality of, common wildlife species.	None Required.	
H.5: Project development could result in the loss of approximately 0.59 acres of seasonal wetlands in conjunction with wetland losses from other foreseeable projects within the Watershed that could occur in the reasonably foreseeable future.	None Required.	
H.6: Project development would result in the loss of approximately 10 acres of California annual grassland, in conjunction with additional grassland losses from other	None Required.	

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reasonably foreseeable projects in the area.		
I. Aesthetics		
I.2: The project would alter the existing visual character of the project site.	None Required.	
I.3: Development of the project would partially obstruct views of surrounding hillsides from selected public vantage points, but would not adversely affect a scenic vista of scenic resources along any designated scenic highway.	None Required.	
I.4: Development of the proposed project would introduce new sources of light and glare onto the project site and increase ambient light in the Vicinity.	None Required.	
J. Population, Employment, and Housing		
J.1: The project would create new jobs that would have the potential to increase the housing demand in Napa County.	None Required.	
J.2: The proposed project could potentially induce future development within the Airport Industrial Area Specific Plan area.	None Required.	
K. Public Services and Recreation Facilities		
K.2: The project would increase the demand for police protection services, but would not involve or require new or physically altered government facilities in order to maintain acceptable service ratios, response time, or other performance objectives for police protection services.	None Required.	
K.4: The project could increase the demand for parks and recreation services.	None Required.	
K.5: Development of the project, when combined with other foreseeable development in the vicinity, could result in cumulative impacts to the provision of public services.	None Required.	
L. Utilities and Service Systems		
L.1: Operation of the project would increase the demand for water.	None Required.	
L.2: Operation of the proposed project would increase the demand of wastewater and sewer service.	None Required.	
L.3: Construction and operation of the proposed project would result in an increase in solid waste production and disposal.	None Required.	

TABLE II-1 Rev (continued)
SUMMARY OF REVISED IMPACTS AND MITIGATION MEASURES

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L.5: Construction and operation of the proposed project would not result in a violation of applicable federal, state and local statutes and regulations relating to energy standards or result in a determination by the energy provider that would serve the project that it does not have adequate capacity to serve the project's projected demand.	None Required.	
L.6: The increased development resulting from the proposed project, in conjunction with population and density of other foreseeable development in the county, could result in cumulative impacts on utilities and service systems.	None Required.	